APRIL, 1952

PACIFIC FISHERMAN

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HONOLULU T H

DEEP SEA SALMON
COMPANY INC.
306 LOWMAN BUILDING

CANNERY AT CAPE EDWARDS ALASKA

SEATTLE, Nov. 12, 1912.

COST OF PACKING ONE CASE OF PINKS IN ALASKA
DELIVERED IN SEATTLE AND SOLD.

U. S. taxes @ 4¢, Income Tax, corporation tax, county tax,	.05
Tin Plate	.47
Solder	.20
Boxes, nails and making	.14
Salt, copper, acid, soda and zinc	.01
Labels	.03½
Lacquer and Benzine	.01
Chinese labor, including salaried Chinese, plus contract price	.49
White labor (in cannery during the season)	.10
Watchman's wages (during the winter)	.02
Supervision (Superintendent's wages)	.10
Insurance (marine and fire, full cover)	.08
Mess House Charges	.05
Seattle office expense	.03
Transportation, Materials North and Pack South and passengers	.30
Transportation, Fish to cannery, including fuel and labor	.15
fuel - Cannery, Coal, Benzine and coal oil	.05
Fishing gear, including labor and depreciation of gear,	.08
Interest (loans during season and carrying pack)	.10
Depreciation Plant and equipment	.07
Commission and cash discount on Pinks @ $3.00 per case	.19½
Cost of fish, Pinks 18 per case at 1½¢ per fish	.27
	3.00

August Buschmann

This is the 1912 Pink salmon cost sheet of the Deep Sea Salmon Co., reproduced in facsimile. It is of particular interest and importance today — when the cost of canning salmon is a matter of intense concern.

They Sailed From Canada to Catch Mexican Shrimp

...and their engines were Atlas Diesels

Last spring, six shrimp draggers sailed from Metaghan, Nova Scotia, down the eastern coast, through the Panama Canal, up the coast of Mexico, 5500 miles to the Sinaloa Coast in the Gulf of California.

Atlas Diesels power all six of these draggers—heavy-duty Model 38 Atlas Marine Engines which develop approximately 100 horsepower and which are noted for their low fuel consumption and maintenance costs.

Although they are just 58 feet long, and slightly over 16 feet at the beam, they made the long ocean voyage without any mechanical trouble or mishap despite the rough weather encountered. On arrival at their final destination they were ready for service.

These boats will be subjected to rough treatment, and they have already demonstrated their ability to take it. The performance of their engines is proof that Atlas Marine Diesels can take it, too.

That extra stamina is built into all Superior and Atlas Diesels built for marine service. Construction a application details are contained in a series of r Atlas and Superior Marine Diesel Bulletins. Tell your engine requirements so that we can furnish information.

THE NATIONAL SUPPLY COMPA

ENGINE DIVISION

Plant and General Sales Offices: SPRINGFIELD, OHIO

Superior ENGINES

ATLAS Imperial DIESEL ENGINES

DIESEL ENGINES
DUAL FUEL ENGINES
GAS ENGINES

PACIFIC FISHERMAN

A Miller Freeman Publication

ol. 50 No. 5

APRIL, 1952

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THIS MONTH'S COVER

The Cost Sheet for Pink Salmon Canning in 1912 which forms the cover of this issue of *Pacific Fisherman* is worthy of careful examination and serious thought. This journal is indebted to August Buschmann for making it available to us.

The Deep Sea Salmon Co. document is of interest first because of the fantastic increases in costs. Pinks were worth 1½¢ each in 1912. In 1951 the contract price was 50¢ each.

Another point of interest is that apparently Mr. Buschmann lost money at a cost of $3 per case, as records of the *Pacific Fisherman Yearbook* for the year 1912 give the opening price of Pink talls at $2.60 per case.

Finally, the Cost Sheet shows something of the technological changes which took place in salmon canning following the introduction of the Sanitary can and other mechanical improvements. The industry has come a long way since solder and acid were items of cost in salmon canning.

Salmon Cutting Shows Quality Of 1951 Canned Salmon Pack

High average quality of the 1951 canned salmon pack was disclosed by the 700-some sample cans opened at the industry's 15th Annual Canned Salmon Cutting.

Workmanship showed general and substantial improvement. In all categories save Chums the rating of "Good" or better showed marked increase over the previous year.

Japanese Prohibit Crabbing In Bering Sea This Season

Possibility that Japanese crabbing expeditions to Bering Sea might upset ratification of the fisheries treaty — mentioned elsewhere in this issue—appeared dissipated by the mid-March announcement that the Japanese government had officially announced no Japanese would operate in the Bering Sea crab fisheries this season. It was said that such operations would be "disadvantageous" to Japanese interests; and would "create antagonism" in the United States.

Samoa Cannery Buyer is Sought

The tuna cannery built in American Samoa by Island Packers, Ltd., has been sold by Wilbur-Ellis Co. to an agency of the Department of the Interior, which is reported to be seeking a buyer and operator for the property. It was purchased by the Samoan governor's office for $40,000 to prevent it being removed to foreign territory.

Babine Slide Area Reached

It was late March when Canadian fisheries engineers drove the last mile of a 65-mile tractor trail up the Babine River and reached the slide which last July choked the channel, endangering the Sockeye fisheries of the Skeena system.

On the results of their examination and remedial work which will be undertaken this spring hangs the future of this rich resource.

Whether you pack salmon, sardines or tuna

CONTINENTAL CAN GIVE YOU TOP SERVICE

No matter what "breed" of fish you p
Continental cans are right for you. They com
every size and shape, and are first-class conta
for first-class products.

But can quality is only half the story. Contin
service is first-class, too. We've been making
in the West for almost twenty-five years and
helped solve some of the toughest Western can
problems. What's more, our experts are always
on hand to put this experience to work for

So whether you pack in California, Orego
Washington, why not give us a call the next
you are thinking about containers. We have
equipment, the experience and the willingne
do a good job for you. This year our people
travel a million miles to help keep our custo
operations at top efficiency.

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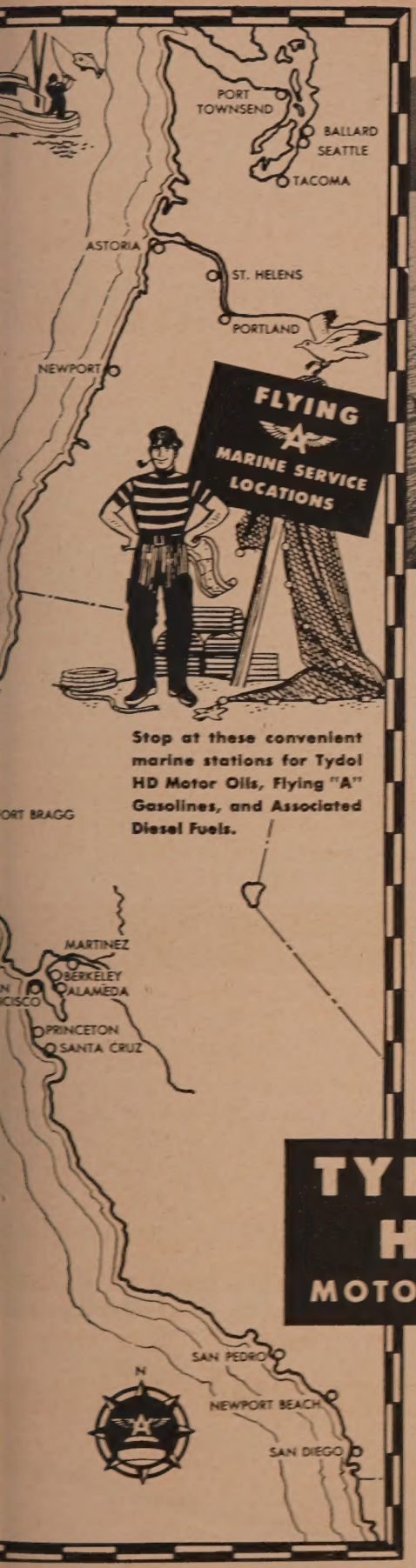
Seattle 1

Russ Bu
San Fra



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Clogged oil ducts and screens . . . sticking valves . . . fouled oil control rings. You can expect these and other maintenance headaches when sludge forms unchecked inside marine engines. But sludge hasn't a *chance* to form with Tydol HD on the job. This high detergency, heavy duty oil actively disperses engine deposits . . . holds gummy sludge particles harmlessly in suspension 'til time to drain. Then, *out* goes the sludge with the oil, leaving the engine clean!

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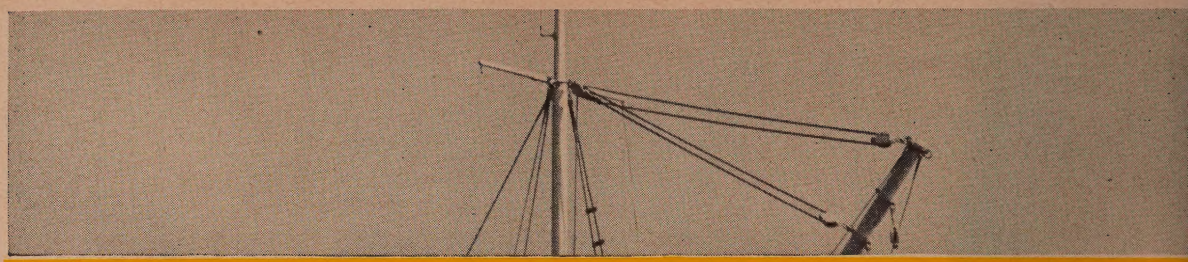
(WESTERN DIVISION)



"Old Shipmates" in a new boat

The 31-ton fishing boat, Heather, *of Seattle, is 57' long, 16.8' beam, w draft when loaded. A "Cat" D13000 Engine swings her 52" x 41" pr*

When John Courage and William Buchan, of Seattle, launched their new halibut boat, *Heather,* they made sure she would have dependable power. That's why there's a "Caterpillar" D13000 Marine Engine under the hatch.

In Mr. Courage's own words: "For eight years I've been shipmates with 'Cat' Diesels, and have never had anything but good performance."

Fishermen all up and down the coast talk the same way. "Caterpillar" Marine Diesels have a reputation for hard work and easy operation. They're built to deliver their full rated horsepower 24 hours at a stretch, in any weather. And in big boats or small — on long or short cruises — they can be relied on to let the crew spend full time fishing.

Right now it's more important than ever to give your engines good care. Proper lubrication and mechanical attention take only a few minutes a day but the big profits in long, trouble-free work life. When r are needed, or parts must be rebuilt or replaced can count on your "Caterpillar" Dealer at any p the best in service.

CATERPILLAR, SAN LEANDRO, CALIF.; PEOR

CATERPILLA

REG. U. S. PAT. OFF.

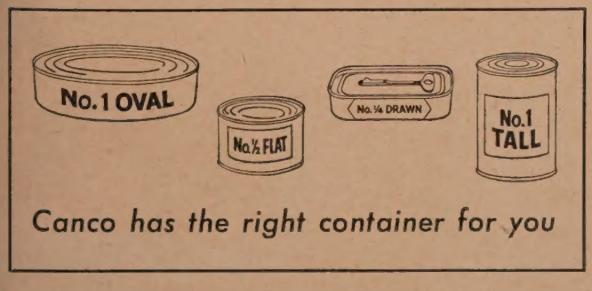
Diesel Marine Engines

MAYBE YOU CAN MAKE MORE OUT OF WHAT YOU HAVE, TOO!

A workable plan is not necessarily the *best* plan. Sometimes, there's an even *better* way to do things.

Canco's equipment engineers are often able to offer valuable suggestions to fish-canners to help them speed up or otherwise improve their operation. It's their job to help canners make their equipment and personnel work at maximum efficiency.

But even more important than Canco's many services to fish-canners all along the production line is the fact that, *whatever* your container needs, Canco has the *right* container for you.



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PACIFIC FISHERMAN

April 1952

FINANCIAL SUICIDE"

dly serious is the situation con-
ng the Alaska salmon industry
ring thaws the spawning beds
sweetens the salt chuck with
n-off of melting snows.
mon will soon be moving from
tski to Cape Muzon, but the
vho would catch and pack them
far apart as these two extrem-
f the Alaskan coast.

stic Increases Asked

a spring when the Wage Sta-
tion Board talks of formulae
2% up, the Alaska salmon can-
unions scoff at such childish
ing, thumb their noses at the
l W.S.B., and demand increas-
rom 80 to 87% over 1951 levels.
in basic rates, of course, but
inge" benefits and other hidden
.)

operator opens his mail. In one
ope is an announcement that la-
ust have fantastically advanced
ent. In others from every cor-
f the country come reports:
ion has priced itself out of the
et." "Salmon prices *must* come
, or else . . ."

owing that salmon prices can-
e raised to cover the cost in-
es which labor's demands would
, the operator talks of 1952 op-
ns as "financial suicide."

ne sideline specialists will look
and say that someone is crying
LF" again this spring.

Situation Is Serious

situation is far more serious
that.

s serious because Labor's de-
s and the packers' ability to
re so fantastically far apart.

It is serious because Labor's demands show no willingness to accept or abide by any ruling of the Wage Stabilization Board.

It is serious because those who know food markets that canned salmon cost increases cannot be passed on to the consumer in higher prices.

It is serious because the outlook for salmon runs—with but few local expections—is for short production, with its attendant high cost-per-case.

It is serious because inflexible charges which the salmon must stand —steamship rates and territorial taxes—already have advanced sharply.

Inter-Union Troubles

It is serious because unions fighting between themselves threaten to create an impossible situation where the canner who seeks to operate courts disaster.

At presstime the situation was too confused for one glimmer of encouragement to penetrate the dismay.

Packers were suing unions for damages sustained in last year's inter-union struggles; unions were suing packers for "run money."

Union leaders were claiming jurisdiction, and threatening to defend it.

The Packers' Lament

Alaska packers studied the situation carefully, and saw only trouble. They wrote the Machinists Union and the Alaska Fishermen's Union a letter in which they said:

"The spread between union demands and the ability of the operators to pay and operate is so great that there has not appeared to be any chance of a settlement under which plants could be opened without risking financial suicide to a majority of owners.

"The situation may result in both cannery workers and union members losing their season. If this should happen, we feel that the fault will be with the union and not with the operators. The union demands are too great."

Is This the Key to Conservation?

New concepts of salmon biology—
New concepts of conservation—
Were presented at the annual Salmon Research Conference March 13 by Dr. W. F. Thompson and the staff of the Fisheries Research Institute.

These concepts rise from research which reveals that adequacy of escapement cannot be counted in numbers alone—that *timing* and productivity of escapement, within *seasons* and within *cycles,* is essential for successful conservation.

Time before presstime was too short to permit adequate presentation of this research and interpretation. Comprehensive report of the Fisheries Research Institute disclosures will be made in the May issue of *Pacific Fisherman.*

We believe this will be an article of the utmost interest and importance, for it will be concerned with thinking which Time may prove to be the Key to Conservation of Alaska Salmon.

"Aggressor" recently completed her maiden voyage out of San Diego, built by Martinolich Shipbuilding Corporation for Joseph Rogers and Associates. The wood fantail is 125' long, has beam of 28'6" and depth of 14'9". Her 12 wells, of which six are steel, can carry 275 tons of refrigerated tuna.

Slim Spring Tuna Catch in the Wind

Southern California's tuna canning industry was rapidly running out of raw material in March. Fishing was reported poor everywhere. There were around 180 clippers at sea and the purse seine fleet was beginning to operate in force, particularly in Mexican waters. Albacore fishing wouldn't start until in late June.

At the end of January the total deliveries, including raw imports were 4,884 tons, as compared with 15,564 tons last January. February saw 4,359 tons flumed, against 11,922 tons in the same month of 1951.

Best estimates were that, if fishing improves for the hook-and-liners, purse seiners enjoy normal catches and imports of raw material do not build up more than expected, the following tonnages were reasonable:

March, 9,270 tons; April, 17,970; May, 17,430 tons. This means that, to June 1, the catch this year, including imports, will be 53,913 tons, as compared to 57,315 tons for the same period in '51.

Translated into cases, this means for the five-month period, 2,192,334 cases this year against 2,367,669 cases, 175,335 cases behind last year.

However, conditions between the two periods are vastly different. Packers began 1951 with possibly 2,500,000 in first hands and sales pipe lines absolutely choked. This year the cupboard is practically bare; there is an acute shortage of fancy; growing shortage of C&F and even the huge stockpile of grated is melting away.

Figures given above are optimistic; based on belief of waterfront experts fishing will greatly improve at banks south of the international border. Moreover, the number of vessels that will be at sea by April 1, with all sailing restrictions removed, will undoubtedly have an effect of tonnages.

While the situation looks good on the surface and there was a chance for both packers and fishermen-owners to recuperate from last year's financial losses, the import situation was a worrying one.

The fact that packers on the West Coast couldn't bid as high fo Japanese winter Albacore cat canners over there, was an indic that, unless some protection a the 12½% duty was forthcomin domestic industry was going t at tremendous imports of c tuna in-brine and as much c bonito in-oil as the growing Per fishery could produce.

On the practical side, becau the stand taken by Ecuador fusal to issue licenses to fish th apagos, and closing of her sho fishing or bait-seining, few cli were operating there; and Ec stood to lose a good part of h nual $300,000 revenue from A can fishing vessels, as these av the "area of vigilance."

Thank You, Mr. Smith—

"It is my sincere opinion that *Pacific Fisherman* is perform ing a valuable and necessary service to San Diego and to th West Coast in general, and I am certain that my views ar shared by the men who fish our tuna boats, as well as by th men who build them."

C. ARNHOLT SMITH
President, National Steel
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ON HEAVY DUTY ENGINES

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SHELL ROTELLA OIL
the extra heavy duty oil that cuts engine maintenance costs

the unbeatable combination

known around the world wherever fish and whale are processed

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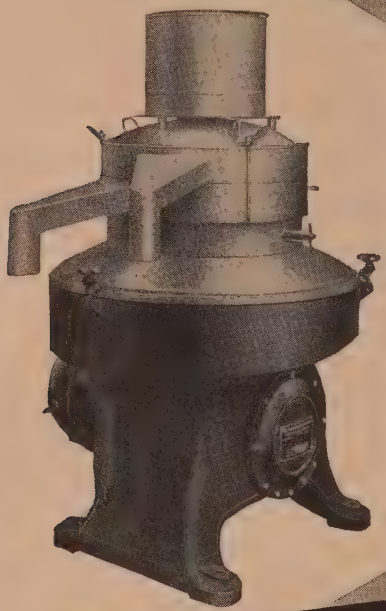
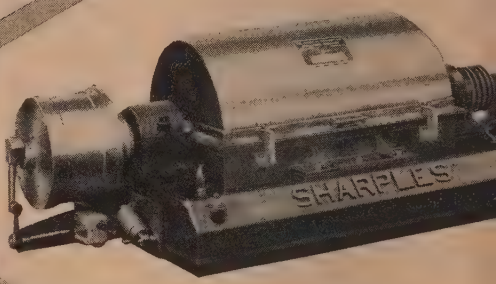


SHARP SUPER-D-CAN



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ackaging of fresh
nd seafoods is high-
eveloped in the
ıern California terri-
with a typical fresh-
ıged display and
unit pictured here.
that pre-packaged
ers and crabs can
ren to a preparation
rtment to be readied
for the table.

TIP FOR N.F.I.——

"Super" Selling Peaks In '52 Convention City

ıthern California is one of
ica's great markets for fish, but
not always this. In fact, up to
short years ago, you almost
force 'em to buy fish.
egates to the NFI convention in
ngeles can see what has been
to bring about this revolution,
'll be an eye-opener!
y'll be invited to go around to
of the great super-markets of
politan Los Angeles to see how
rvice has been brought to very
tandards and both frozen-pack-
and fresh cellophane-wrapped
ıd shellfish made so attractive
ales are going up and up.

'Super's" Birthplace

super-market idea of mer-
ising was born in Los Angeles,
. A. is still the country's lead-
this type of food selling. Here
eritable "treasure chests" of
all wrapped, weighed and
, ready to take out of self-serv-
binets, and that includes fish
ıellfish from all over the world,
er than fresh!', and with no at-
ıt "fuss or muss."

At the convention a Packaging Session is scheduled for Tuesday, April 22. Arthur Freeman, recognized authority on fish packaging, display and merchandising in the area where these find highest expression, Southern California, will be moderator.

Something of the "how and why" of Southern California's astonishing growth as a fish-eating region will be brought out at this N.F.I. panel session. Mr. Freeman will present the supplier's angle; the retailer's viewpoint will come from Walter Skow, head of the Fish and Meat department, Ralphs Grocery Company; the mechanical packaging end of the business from Bruce Wallace, Fred Todt Company, Los Angeles, distributors for Package Machinery Company; from a local home economist for what makes people buy; and from W. S. Jackson, manager, Art Department, Marathon Corporation, who will give the inside track on what it takes to give a printed cardboard box or cellophane sheet sales appeal when wrapped around a fish or shellfish item.

Should See Super-Supers

Afterwards, delegates should find time to visit one of these super-markets. They'll not find one right downtown, but just a little way out. No city in the world spreads out like Los Angeles; nowhere else have concentrated shopping areas been so deemphasized.

Metropolitan Los Angeles has many important shopping districts within itself, each big and complete enough to cater completely to large segments of the 2,000,000 population. Thus, most people who live in this area, live in a less crowded existence. There is room to breath.

In the scheme of things which made that possible, the super-market has played an important part. Today, no matter in what section, there are these great extravaganzas of food merchandising, brilliantly-lighted bazaars, with thousands of items to choose from, arranged row on row, aisle after aisle.

To any delegate interested in a brilliant experiment in fish and fishery products merchandising, a visit

to one of these super-markets should be a must on the convention program. It would be very much worth while.

Quality Begins At Sea

Today many of Southern California's fishing boats have mechanical refrigeration; fishermen have learned to get the catch below deck fast; in some cases to bleed the fish to prevent blood streaks in the fillets when sharp-frozen later.

The careless dockside wholesaler is no more. He has vastly improved his ways, knowing he's got to deliver fresh or no sale. The broker has accepted the responsibility — and passed that on to prime producers from everywhere in this country and from around the world.

None of this would have helped much if something very radical hadn't taken place at "point of sale." One thing for sure: The butchers didn't help. About the only reason they grudgingly devoted a tiny part of their counter display case to fish was because on certain days and periods their meat-eating customers weren't permitted to eat meat.

Chains Turn To Frozen

About five years ago one of the biggest grocery chains got sick and tired of the unsatisfactory situation. "We'll handle no more 'fresh' fish," was the edict. And, they didn't!

By that time the refrigerated food cabinets were coming into use, and packaged fish began making an appearance there. Today, in the newest of Los Angeles super-super-markets, self-service has completely taken over, and the butcher has retired behind the scenes where he prepares his meat cuts; fillets his fish, prepares, wraps, weighs and prices his items, including shellfish, for the self-service "fresh" cabinets.

The Southern California fish trade gives a lot of credit for the vast improvement in fish and seafood merchandising at point of consumer sales, to Max and Arthur Freeman, of Certi-Fresh. Arthur Freeman has devoted years to intensive study, working largely in cooperation with Ralph's big chain of super-markets in metropolitan Los Angeles, as well as others.

Brokers Do Their Part In Safeguarding Quality

Evolution from the cracker barrel idea to modern department store display, and subsequent greatly-increased consumer acceptance has been accomplished by (1) insistence all along the line of products b "fresh before frozen," regard where caught and processed. (2) tractive packaging (3) Extensiv vertising and promotion (4) Cor ience in handling for consumer, p age to pan (5) self-service opp nity.

This "fresher than fresh" id actually the key because, no m how eye-appealing the packag the product inside doesn't hol the whole scheme collapses. Freemans do not do any packa themselves — nor most of the c suppliers to the retail trade, spea now of packaged-frozen.

The name brands must be ass of top-quality freshness. Yet, of haps the 50 basic fish items— many variations of individual fis shellfish — no more than 10 caught locally in Southern Ca nia, and therefore subject to clos spection.

The brokers, such as Reink Amende, R. M. Sloan Company, louris & Casaretto, E. C. Jack Br age, American Fish Company, ard T. Burge, W. A. Burke, Sea Food, George V. Castagnola Foods, A. R. Lantz Company, many others, have the responsib of "ocean freshness" for all the

Paul Stamm and Company

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Cod Fillets
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Here's an eye catcher from two angles. The colorful one pound carton is designed for quick sale from frozen food cabinets and . . . the price is right.

As for quality—repeat sales are telling the story. Freshly caught, cleaned, filleted, ready to cook and serve, Rupert Brand Fillets are a natural for any meal.

PF-1-51

BRITISH COLUMBIA PACKERS LTD., VANCOUVER, CANADA

N.F.I. CONVENTION PROGRAM
Biltmore Hotel, Los Angeles, April 18-24

FRIDAY, APRIL 18

10:00 a.m.—Fisheries Toastmasters School—G. G. Taylor, Norfish Sales Co., Chairman.

Finance Committee— George H. Thomas, Cincinnati, Chairman

1:00 p.m.—Executive Committee-Finance Committee Luncheon. Royal Toner, Chairman

SATURDAY, APRIL 19

10:00 a.m. — Fisheries Toastmasters School.

Directors Annual Meeting — Irving Usen, O'Donnel-Usen Co., Boston, Chairman.

1:00 p.m.—Joint Luncheon — Directors and Toastmasters

7:00 p.m. — Old Timers Annual Banquet (Black Tie)

SUNDAY, APRIL 20

12:00 noon — N.F.I. Public Relations Committee "Brunch"

6:30 p.m. — Traffic Committee Cocktail Meeting

7:00 p.m.—By-Products-Executive Committee Dinner — George Wallace, Pres. Wallace Fisheries, Morehead City, N. C., Chairman

CONVENTION EVENTS

MONDAY, APRIL 21

9:00 a.m.—Registration Opens

9:30 a.m.—General Session—Fisheries Forum

Opening of Convention—Royal Toner, President

Panel—"Territorial Waters" —F. M. Bundy, Gorton-Pew Co., Gloucester, Moderator; Edward W. Allen, Member International Fisheries Commission, Seattle; W. C. Herrington, Department of State; Montgomery Phister, Van Camp Seafood Co.; Joseph W. Bingham, Stanford.

12:15 p.m.—General Luncheon—W. Wade Ambrose, Westgate-Sun Harbor Co., San Diego, Master of Ceremonies; Mrs. Max Freeman, Welcome to Ladies; Address, Royal Toner, N.F.I. President; Address, Hon. Seth Gordon, Director, California Department of Fish and Game

2:30 p.m.—Regional Caucuses to Elect Directors

3:30 p.m.—By-Products Session—George Wallace, Morehead City, N. C., Chairman

6:30 to 8:30 p.m.—Cocktail Party

TUESDAY, APRIL 22

9:30 a.m.—General Session-Packaging Panel—Arthur Freeman, Freeman Certi-Fresh Foods, Los Angeles, Moderator; Bruce Wallace, Fred Todt Co., Los Angeles; Walter Skow, Meat and Fish Department, Ralphs Grocery Co., Los Angeles; John Jenemann, E. I. duPont de Nemours & Co., Wilmington, Del.

11:00 a.m.—Fish Cutting—Breaded and Frozen Shrimp, Frozen Fillets, Canned Sardines.

12:30 p.m.—General Luncheon—J. W. Willis, Marine Products Co., San Diego, Master of Ceremonies; Address, Gertrude Beckwith, Pres., Philip R. Park Co., San Pedro, Cal.; Fisheries Yearbook Dedication by August Strauss, New York; Address, Fisheries Toastmaster Winners; Address, Benjamin W. Shipman, Los Angeles.

2:30 p.m.—General Session—Quality Control Panel; Karl Envoldsen Shrimp Co., Cleveland, Chairman.

Fishery Technological Problems, Dr. William Hampton, General Foods, Boston; Dr. Larry Strasburger, Envoldsen Shrimp Co., New Orleans.

2:30 p.m.—By-Products Session—George Wallace, Chairman; Dr. H. J. Almquist, The Grance Co., Modesto, Cal.; Dr. William Grau, University of California, Berkeley; Dr. Maurice Stansby, Fish and Wildlife Service Laboratory, Seattle.

WEDNESDAY, APRIL 23

9:30 a.m.—General Session—Open Directors Meeting, Irving Usen, O'Donnell-Usen Co., Boston, Chairman of the Board; Introduction of New Directors; Committee Reports. Election of Officers; Business Meeting.

2:30 p.m.—By-Products Session—Charles Hester, Pacific Processing Co., Los Angeles, Chairman

2:30 p.m.—Meeting of Shrimp Association of the America's—Virgil Versaggi, President

6:00 p.m.—Cocktails

7:00 p.m.—Annual Dinner Dance —No Speeches

THURSDAY, APRIL 24

California Chioppino Party.

ucts they bring into Southern fornia from across the world.

25% of L. A. Sales Are Frozen-Package Fish

Wherever frozen-package fis many varieties is available in service cabinets Los Angeles show a steady increase. It is mated that, of all the fish now in metropolitan Los Angeles, 25 frozen-package. In Ralph's, fo the first top stores showed impo increases in sales of self-service last year.

In the frozen-package cabinets staples are naturally salmon, ha rockfish, sole and swordfish. ever, there are many other appe items, Alaska King crab, Austr lobster tails, fancy abalone st and of course, shrimp — coo peeled and green. While it has found more practical to elim the "window" from frozen-pac items, the reverse holds good products of the "fresh" cabi which the unions insist be ret in the meat department. More it is compulsory to prepare and the items where sold. In the service cabinets eye appeal fo many items, including shellfish specialties, is emphasized to the est.

This is largely done by placin items in "boats" or, as in the ca whole Dungeness crabs, or co lobsters, completely wrapped i lophane. The boat cartons a various shapes and sizes acco to the item being prepared. again, cellophane surrounds the ton. The cellophane is heat-se the item is weighed and priced placed in the cabinet.

In one cabinet examined rec was held: Canadian whitefish mon steaks, swordfish steaks, smelt, sand dabs, whiting, sea cod, catfish, shrimps, cooked, p and green; whole cooked cooked lobster, scallops, oysters Oysters, in one-dozen lots, hav lid of the carton removed, w cellophane cover substituted, t play the product.

Preparation Room Displayed

In one, at least, of Ralph's n stores, the fresh fish, meat and try cabinets are lined along a wall, behind which is the prepar department, each operation lo directly opposite the particular ucts displayed. Thus the buying lic can see the whole operation

In this whole scheme of ind the consumer to dip into the fis shellfish cabinets and more freq

from the waters of

CHESAPEAKE BAY

world famous for

OYSTERS

Available in 12 or 16 oz. cartons, pint or gallon cans

For greater sales, bigger profits, sell King Carter Oysters . . . in the carton that catches the eye! King Carter brand oysters are taken from our own specially cultivated grounds in the famous waters of Chesapeake Bay. They're processed and quick frozen in our modern East Coast plant, then shipped to you containing all their original freshness and flavor.

IRVINGTON FISH & OYSTER CO. IRVINGTON, VA.

Phone: 42100 S. I. Greene T. Sisson I. F. Roth

Here are the Freeman Brothers, Arthur, left, and Max, who are to play a very active part in the N.F.I. convention at Los Angeles. Max Freeman is vice chairman of the committee and Arthur is to be moderator of the Packaging Panel.

ly, it is up to everybody, the retailer, wholesaler and broker to come up with new items and new merchandising ideas. As an example of this, Rienke & Amende have put into the frozen cabinets a 6 oz. juice can for frozen oysters.

The value here is in the novel, continuous label around the can. No matter how the can lies in the cabinet, the name and identification of the product is always visible.

The supers find they can sell a lot of whole Dungeness crab, but it must be "in the round," wrapped in phane. When purchased out cabinet, it can then be taken t special service department and dressed out.

Recently, by force of compet all grocery stores, including th pers, have been compelled to Sundays. Men do a lot of the ping then, working from lists them at home, the managers However, when the list is com men will then start "adventu and quite often make a purc from one of the fish cabinets.

For this buyer, and indeed everyone who passes it, there i other fish cabinet with super appeal. This one containing sm pickled, salted, etc. fish specia Here again, Metropolitan Los A les leads the world in displa these products in such an attra way as to introduce them contin to new buyers.

In self-service the acid test the repeat business. The stuff' to be right, and today, in the fis shellfish business, brand names something to the consumer.

Of course, all the upsurge in sales in Southern California h been due entirely to self-service attractive display. *There's been of advertising done.*

Hubbard 2-0013 - 2-0014

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For greater profits, faster turnover, sell America's fastest moving shrimp in the colorful eye-catching cartons. HO·MA shrimp is top quality white, sweet shrimp, recognized and accepted by the leading Frozen Food Distributors, Chain Stores and Super Markets from coast to coast.

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BREADED FANTAIL: in 10 oz. consumer packages and 2½ lb. institutional size,

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Houma, Louisiana
Phone: 7775

S. I. Greene P. J. Cheramie I. F. Roth

All Fishery People Invited To See N.F.I. In Action

By
ROYAL TONER
President
National Fisheries Institute

In holding the annual convention of the National Fisheries Institute in Los Angeles April 21-22-23 it is in the hope that *all* members of the fishing industry, particularly those located on the West Coast, will attend.

This invitation is extended to all branches of the fishing industry—even to those who have not yet joined NFI—as your association feels that a demonstration of what we are doing and the work accomplished, which will be reviewed during the course of our meetings, will not only be an incentive to our established membership but also a practical

Royal Toner, right, president of the National Fisheries Institute, with Francis Millerd, president of the Fisheries Council of Canada, whose 1952 convention will be held in Vancouver immediately following the N.F.I. convention in Los Angeles. Many members of the two organizations will attend both conventions.

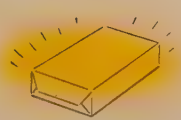
THE CANADIAN FISHING CO. LTD.

Vancouver, B.C.

AFFILIATED WITH NEW ENGLAND FISH CO., SEATTLE, WASH.
"CANFISCO'S" WORLD-FAMOUS PRODUCTS INCLUDE

"GOLD SEAL" FINEST SOCKEYE SALMON and "GOLD SEAL" TUNA

Frozen Food Wrappers



WESTERN WAXED PAPER DIVISION
CROWN ZELLERBACH CORPORATION
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See us at the N.F.I. Convention!

demonstration of why all others should join us.

The National Fisheries Institute was conceived and started by a few members of our industry seven years ago, for the primary purpose of:

1. Establishing a spokesman for our industry in national, state and local government—

2. To furnish accurate information that would enable our legislators to establish their fair laws—and to object to such laws that would impose unfair hardships on us—

3. To establish contacts with regulatory bodies and give them the benefit of practical experience so that the rules and regulations which they might establish for us will be fair and equitable — and workable from a practical viewpoint.

Through NFI we for several years have waged a fight against increased traffic rates by the railroads and the express companies. This work is a continuous one, but through favorable decisions and fighting delaying action it is conservatively estimated that our traffic work may have saved the industry several million dollars in the past few years.

One of our biggest jobs has been in product promotion and public relations. This we have achieved through press releases to the newspapers and magazines and also through radio and television stations. We have stressed the high food value of our product and the favorable prices at which they could be procured in retail outlets.

Our quality committee is working slowly and surely to bring about every reasonable advance possible. This work will eventually cover all phases of production, distribution and retailing.

During the past year, the National Fisheries Institute moved into its own building at 1614 20th St., N. W., Washington, D. C. There we have our competent staff headed by our General Manager Charles E. Jackson.

This entire staff of trained specialists is working for the general benefits of the industry day after day, watching out for your welfare and using every effort to promote the volume and profit of your business.

Our by-products division, representing fish-meal, fish-oil, etc., has established in our Washington office a clearing house for information and promotional activities.

The fish business is composed of rugged individualists—each a tower of strength in his own particular part. Each business taken by itself is small in our national economy. However, grouped together and united und the leadership of National Fisheri Institute, the Fishing Industry *BIG*.

Mechanical Breader Will Operate at Convention

The mechanical breading unit veloped for seafood breading George Harrison's Tilgham Packi Co., Tilgham, Md., will be on displ and in operating at the N.F.I. c vention in the Modern Maid Fo Products quarters, Suite 2331 of t Los Angeles Biltmore.

Sam Silverman and James Malai will be in charge of the Mode Maid suite and the operation of t Tilghman mechanical breader in c nection with use of Modern Ma Redi-Breader and Modern Maid purpose batter dip.

Pacific American Fisheries is havi some Bristol Bay gillnetters built by v ious yards on Puget Sound. Four of new boats will be Nordberg powered. T engines are 95 h.p. Nordberg Arrows su plied by the Northwest branch of Nordberg Manufacturing Co. Two bo are being built by the Sagstad Shipyar two by the Puget Sound Boatbuilding C Tacoma, and the others by yards not announced.

Exclusive with Morris Fisheries: ESKIMO filets, catfish, cod, haddock, ocean perch, packed in Grimsby, England.

wholesale distributors

HO·MA Shrimp

MORRIS Halibut & Salmon

IRVINGTON Oysters

KING CARTER Oysters

SOUTH AFRICAN Rock Lobster Tails

and many other famous brands

Call Morris Fisheries for all your seafood requirements. We handle the best known and finest quality brands.

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S. I. Greene, *Pres.* I. F. Roth, *Vice-Pres.*

hrimp Association of the Americas Will Convene Jointly With N.F.I.

exico's Pacific shrimp industry is ears old, figuring from the first er installed at Guaymas in 1941. men who pioneered the industry brought it up to 28,000,000 lbs. 51 are still around. N.F.I. dele- to the Los Angeles convention renew friendships with them, both sides of the international er.

uthern California regards this ing fishery as essentially its own. s modern phase it was fostered n Diego by Lucian K. Small and nen partner, Benjamin Shipman. latter in 1951 wrote the con- tion and by-laws of the Shrimp ciation of the Americas.)

ay back in '21, the late John Hes- was in the Gulf of California San Pedro seiners trying to l in the great shallow bays, but uldn't be done. In the '20s too, Japanese were more or less suc- ul in getting shrimp.

e fishery has made great strides then. The high-quality shrimp roduces commands premium s wherever offered. At the duled meeting of the Shrimp As- tion of the Americas, during the . convention, on Wednesday, l 23, the west coast shrimp peo- vill all be there. It should be a lar re-union.

ck Willis, vice president of Ma- Products Co., now a subsidiary of Wilbur-Ellis Company, is N.F.I. vice president for Region IV.

Gil Kuhn is assistant to L. K. Small, president; and Ernest Kosterlitsky is export manager.

Bob Young and Doug Graham, the shrimp, fresh and frozen men from Wilbur-Ellis's Los Angeles office; and the men who supply their "Southern Seas" shrimp, Hernando and Ernesto DeCima of Productos Congelados, S.A., from Guaymas and La Reforma, will be present. It was Hernando who went to work for the Japanese in 1938 and learned their methods of trawling and freezing.

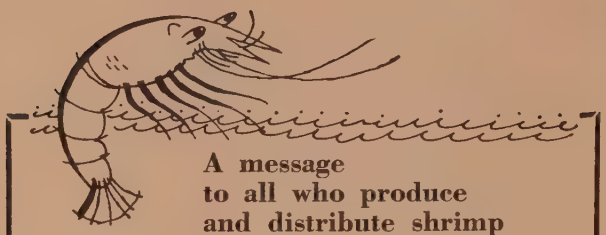
Up from Guaymas will come Hector Ferreira, who first persuaded General Rodriguez to build a freezer at the almost impossible location of Topolobampo, Sinaloa, and who became general manager of what is now the world's largest shrimp freezer, Capacity: 50 tons daily.

Today Hector Ferreira heads his

Quantity and variety of packaged frozen fish and seafoods in Southern California markets astonishes fish merchandisers from other parts of the country. "Ocean Garden" shrimp is one of the national brands originating in the region, and always a leader there.

ey Cohn, Central Fish & Oyster Co., Los Angeles, packers of "Blue nond" frozen shrimp, checks the automatic shrimp size grader in the plant.

We believe the Shrimp business can be greatly expanded



A message to all who produce and distribute shrimp

As YOU KNOW, the business of producing and distributing shrimp has changed radically in the past few years.

And, with hundreds of products competing in the American market place for a share of the food dollar, it is more important than ever that a *joint industry* effort be made if shrimp consumption is to be increased and our industry progress.

The Shrimp Association of the Americas has been formed for this very purpose.

A quality control and research program is now under way . . . a strong advertising campaign in the hotel and restaurant field is being conducted . . . and a nationwide publicity program via newspapers, magazines, radio, and television directed to the consuming public is in progress.

Too, an industry association is better able to render to members the many needed services that, if done by individuals, would be extremely expensive and less effective.

Our Association can benefit every firm in the Shrimp industry. We invite your suggestions and cooperation.

Virgil Tarrago

President
Shrimp Association
of the Americas
Brownsville, Texas

Everybody's Talking About

Willapoint

QUICK FROZEN

BREADED OYSTERS

and

"PACIFIC PEARL"

FRESH FROZEN

Fancy FRIED OYSTERS

They're RED HOT!

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See us at the N.F.I. Convention in Los Angel or write:

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ATLANTIC COAST
DUDLEY & WEISL, INC., 100 Hudson St., New York City

company, Pesquera E. Indus-
zadora de Guaymas; has a cou-
f plants and a big freezer ship,
aymense. Fortuna Foods, Inc.,
Angeles and Dallas distribute
shrimp, principal brand being
ymex."
tuna Foods, managed by the
r Butlers, Sr. (Dallas) and Jr.
Angeles), have developed a
business with breaded shrimp,
mer packages under the "Lo-
brand.
m Mazatlan will come Pedro L.
n, president of Refrigeradora
oroeste, S.A., whose principal
is "Reno." He is vice president
ofA. Probably from across the
from Santa Rosalia will come
r Pierre Mussio and Juan E.
lot of "Mar Bermejo." From
mas, General Silvano Perez Ra-
head of Fomento Maritimo.
xican producers of "Coral"
p for Parrott & Company, dis-
ed by Kourlouris & Casaretto,
e there; and perhaps that color-
ure from Guaymas, Capt. Die-
artinez Corona, or his brother-
, E. H. Gayou of Congeladores
oductos Marinos, en Alta Nar,
e brand is "Crownpack."
the Mexican Pacific shrimp fish-
eople, the Shrimp Association
e Americas means a lot. It means, not only political protection, from import duties and quotas, but also an opportunity to share in a great promotional sales program, assisted by N. F. I. and J. Walter Thompson advertising agency. It costs ¼¢ per lb. to get in, and the Mexican have paid their share to the penny.

Too, the Mexican realize their growing responsibilities to the American friends and distributors, and they are bending every effort to improve the quality of their frozen product, whether this being in the 5-lb. frozen layer pack; or the 12-oz. consumer package.

"Shrimp is coming into this country in better shape this season than I have ever seen it," declared Gil Kuhn last month, and Miles Reinke echoed that statement. He ought to know, and so should his partner, Ed Amende because it was the latter who first introduced "Ocean Garden" shrimp to the middle West and East, 10 years ago.

From San Felipe and Puerto Penasco (Rocky Point to you), receiving ports in the northern waters, thousands of pounds of fresh shrimp in crushed ice is rushed to San Diego and Los Angeles in refrigerated trucks.

One of the principal operators with the product is Louis Beverino, head of Central Fish & Oyster Co. It is packaged in his own plant in Los Angeles, under the brand, "Blue Diamond," green, peeled or breaded. The 5-lb. carton, or the consumer package, gets a wide reception everywhere.

"Arctic Maid" to Join Bristol Bay Freezerships

A new "reefer" ship will join the Bering Sea fleet this coming season as the *Arctic Maid* nears completion at the Puget Sound Boatbuilding Co. in Tacoma. Built during World War II as a net tender, the new vessel is similar to the *Alaska Reefer*, which was converted at the Puget Sound yard last year.

The *Arctic Maid* will be under the command of Homer Kyros of Seattle and will carry its own fleet of gillnetters as others in this fast-growing fleet do.

Don Hansen and Kyros will act as the managing owners for the syndicate which owns the vessel. Washington Fish and Oyster Co. holds an interest in the vessel and will handle the fish when the boat returns after the close of the Bristol Bay season.

Great Northern

GN PRODUCTS

GN. Salmon
GN. Snacks
GN. Fish Paste

GN. Silvets
GN. Clams
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Perfect packaging combination

Marathon's famous Impervo Cartons and Tyton Overwraps make the perfect combination for frozen fish packaging. They preserve that essential "fresh-caught" flavor and freshness for months. Tyton Overwraps sing of quality and freshness. Marathon's Impervo cartons are specially engineered for fish and seafoods. Made of pure white, heavy waxed, bleached paperboard, these cartons stand up under rough handling. They are pre-glued for quick set-up on the packing line . . . come in standard consumer and institutional sizes. Best of all, when opened by the housewife, the clean, white, Impervo carton makes your product that much more attractive .... maintains your reputation for a quality pack. Check the profit possibilities of Marathon's perfect combination for frozen fish—Tyton Overwraps and Impervo Cartons. See your Marathon representative or write Marathon Corporation, Menasha, Wisconsin.

keeps fish flavor fresh

Shrimp boats a-comin'!

Marathon's Frozen Shrimp Carton

Sales in sight

When shrimp boats come in with big loads of one of America's most popular seafoods, it will pay you to be ready with Marathon's quality packaging . . . cartons and overwraps.

Marathon Frozen Shrimp Cartons are designed and engineered to help you boost shrimp sales. The Tyton Overwraps make your package and brand name stand out in display cases crowded with competitive brands.

The accurate color printing gives tempting appetite appeal to any shrimp dish you wish pictured.

Marathon is equipped to assist you in designing your package . . . ready to give you the finest printing in full-color rotogravure. Marathon cartons come in standard consumer and institutional sizes. For full details see your Marathon representative or write Marathon Corporation, Menasha, Wisconsin.

Marathon

packaging that sells food

Nutritional Fish Specialties Emphasize
In California's By-Products Business

Southern California has become the Pacific center of the condensed fish soluble industry.

Pacific Processing Co., Terminal Island, claims to be the world's largest processor of fish solubles; and there are also fish solubles plants in individual canneries in the Los Angeles area and in San Diego.

Extensive use of condensed fish solubles in animal feed by Philip R. Park, Inc. has focused attention on this fish by-product and has encouraged the production and use of other by-products in animal feed—fish liver concentrates, fish glandular hydrolysate, and ribo fish flour. From the Encyco Co., adjacent to the Philip R. Park Co. in San Pedro, comes the glandular hydrolysate used in the company's animal feed — secured from fish viscera.

The Park company, in addition to production of its own animal feed supplements, also manufactures supplements which are sold under Pacific Processing's own labels, such as Alsol and Feedsol. Such supplements are a free-flowing mixture of 40% fish solubles and a blend of California alfalfa leaf meal and dehydrated alfalfa meal, or a mixture of fish solubles with soybean oil meal; or a mixture of fish solubles, and other fish products, with alfalfa meal and dehydrated kelp, which is harvested by Park company from the kelp beds of Southern California.

At San Pedro is located the Park laboratory which typifies in many ways the technological emphasis by the fishing industry of Southern California on research to create better and new products from fish.

The Pacific Processing Co. has its own laboratory in which Dr. Robert Bedford concentrates on research on Paproco condensed fish solube. James Sutherland is chief chemist for Philip R. Park, Inc., working under Mrs. Gertrude Beckwith, president of the company and director of research. She joined the Park firm in the late 1920's.

It is interesting to note that as a result of laboratory and plant research and control, it is now possible for the James H. Seley Co. distributors for Paproco, fish solube produced by Pacific Processing Co., to advertise its product as B-12 potency guaranteed, not fortified — West Coast condensed fish solubles, B-12 and lots more too (unknown growth factors)—the first statement of kind to be made on the West Co

Who says there's nothing attractive about the fish reduction business? This is Mrs. Gertrude Beckwith, president and director of research for Philip R. Parks, Inc., who will be the first woman ever to deliver a principal address at a National Fisheries Institute meeting.

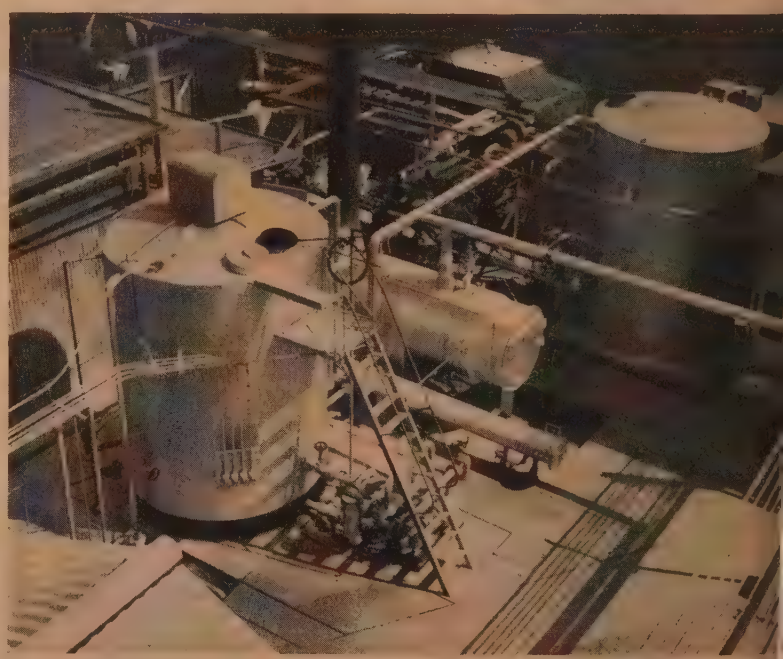
In the production of condensed solubles (from presswater or st water), the Lassen Process is known.

Dr. Sven Lassen, now directo the Van Camp Sea Food Co. lab tory, Terminal Island, began w on this process with Philip R. P Inc. in 1936. Four years later first patent was granted for the sen process. Recently the Shar Company was given a franchis manufacture and sell, as Sharp Lassen, certain machinery used the Lassen process. Such equipm has been and is being installed over the world

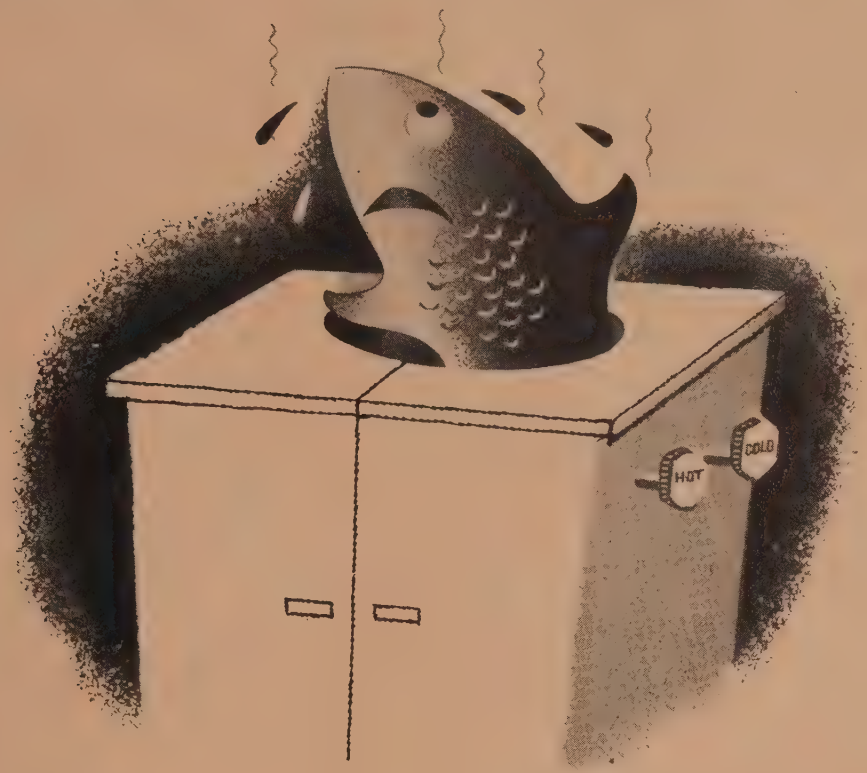
Pacific Processing Co. today h storage capacity of 2,500,000 gal and a daily capacity of 250 pounds of condensed fish soluble

Southern California canner which process their own presswa to make fish solubles include: Camp Sea Food Co., the South cific Canning Co., Long Beach; W gate-Sun Harbor Company, San go. While American Processing C pany's at San Diego specializes tuna by-products.

Digestion equipment used by Enzyco Company, San Pedro, in the prep ation of visceral hydrolysate as a feed supplement.



One way to reduce fish ...



...but you can't beat **CAL-PRESS** equipment

Engineered to each job for exacting, trouble-free performance, Cal-Press fish reduction plants combine highest efficiency with operating economy to assure a long life of profitable plant operation. This quality-built equipment is expertly designed for greater flexibility in meeting special plant layout problems and capacities for many types of fish. You can rely on Cal-Press for the finest equipment—backed by over 75 years of practical design and engineering experience for fish plants throughout the world.

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MEAL GRINDER & BLOWER UNITS • COMPLETE PLANTS

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Calif. Fish Meal Standards May Be Offered For N.F.I.

Southern California producers of fish meal are proud of their voluntarily adopted standards, drawn up by a committee of the California Fish Canners Association and applied throughout the industry.

Some have even talked of submitting them to the Byproducts Section of the National Fisheries Institute with a view toward their possible adoption.

The standards committee which drew them up is composed of: J. D. DeSilva, chairman; J. R. Biven, Malcolm Goldie, Albert Vignolo Jr., M. J. Gordby and R. K. Pedersen.

The standards are as follows:

Texture and Composition

1. **Uniform grind, color, and protein content per lot.**
Differences between lots in respect to granulation and color are not desirable, but not so troublesome as differences between bags within the same lot. These differences cause many marked deviations in appearance and protein content of mixed feed. The protein content of individual bags within a lot should not vary over a range greater than 5 lbs. protein per 100 lbs. of meal.

2. **Maximum particle size.**
All should pass #7 Tyler standard screen or U. S. #7 standard screen. 98% should pass #9 Tyler standard screen or U. S. #10 standard screen.

3. **Moisture.**
Moisture should be 10% or under in meal at loading time. 12% moisture is in danger zone for heating and spoilage. Under 6% is contrary to present shipping regulations. An average moisture content of 8%, with permitted deviations of 2% would be satisfactory.

4. **Fat.**
Fat content should be not over 10%, preferably not over 8%. Minimum 5%. Lower fat content is undesirable because of dustiness. A high fat content increases the hazard during storage.

5. **Labelling.**
Manufacturers' name should be stated on the label. Manufacturer remains responsible for his own tag and statements thereon. Each bag should be identified by processor's lot number.

Quality Maintenance

1. Avoid overheating and scorching during drying. Overheating quickly and seriously impairs protein nutritive quality and the value of the meal in hands of the feeder. Drying under 6% moisture is a definite hazard to protein quality.

2. Meal should be well-cured and prior to sacking and shipment. I ing during shipment is undesi and may cause lumping and lo quality. Sweating may cause moi condensation, wetting, and moul

Packing and Shipping

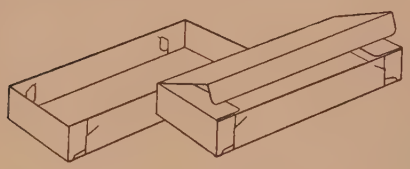
1. Sack contents should be a minimu 100 lbs.
2. Use standard length bag in any shipment to facilitate piling in sto
3. Used bags should have been cle and sterilized to prevent sprea communicable animal disease.
4. Use "temporary car doors" or eq lent to protect bags against da when car doors are opened.
5. Where more than one lot is prese a shipment or car, the lots shou loaded as separate lots clearly ma by paper or other dividers an mixed indiscriminately.

Sifferman to Port Bailey

Earl Sifferman, who has been nected with Alaska canned sal production for the past 15 years, be the superintendent of the Bailey cannery of the Kadiak Fi ies Co. this season, it was annou in March by Charles Turner, I ak's general superintendent.

Mr. Sifferman is a son of the Karl I. Sifferman who, with Ea Ohmer of Petersburg had muc do with pioneering the Ala shrimp industry.

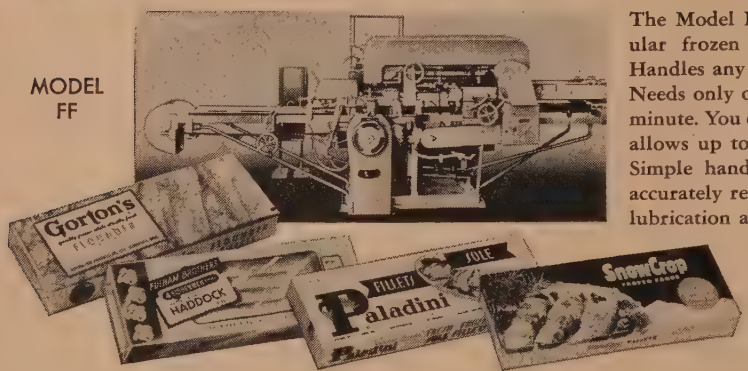
Make your CARTONS by machine



Pictured on the right is our Tray-Lock Machine which can form your cartons at speeds up to 90 a minute. Inexpensive die-cut blanks are used—a great saving over factory-processed cartons! Except for occasionally feeding blanks, *no operator is needed.* The Tray-Lock is easily adapted to form various styles of cartons and can be quickly adjusted for different sizes. Sidewalls have no scoring—really keep their shape. Cartons come out of the machine right-side-up, ready for filling.

Wrap at HIGHEST SPEED . . .

MODEL FF



The Model FF is by far the most popular frozen food wrapping machine. Handles any plain or printed material suitable to frozen food Needs only one operator, and produces up to 100 packages p minute. You can wrap *before or after freezing,* since the machi allows up to 3/8" difference in package width due to freezin Simple hand-wheel adjustments for size changes. Wraps a accurately registered by electric eye. Specially designed for ea lubrication and cleaning.

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of salmon in
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spects a row o
mon after it
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which in a m
of seconds doe
job of smoking
hickory saw
smoke which
merly took ho
accomplish

Electro-Static Salmon Smoker Operating at LASCCO Plant

Delegates to the National Fisheries Institute convention this month in Los Angeles will find a tour of Louis Vitale's Los Angeles Smoking & Curing Co. plant a most interesting one. This plant, one of the largest producers of smoked, pickled and spiced fish in the country, specializes in smoked salmon and has recently put into operation an electrostatic smoker, believed to be the only one in full production in the smoked fish industry.

The machine has been developed after years of tests by the designer, Leo Benoit, and with the cooperation of Louis Vitale, president of the "LASCCO" firm.

The principles of smoking fish, centuries old, have not been changed so far as wood smoke is concerned. Hickory sawdust smoke is still being used, but the electrostatic process eliminates excessive handling, spoilage and shrinkage in the smokehouse, variations due to the elements and, most important of all, any chance of over-curing.

Wood smoke is forced into the smoker by a special blower and exhaust that carries the smoke through the machine at a controlled speed and volume to ionizers.

The process employs the electrostatic phenomena long used in industrial dust and fume eliminators, whereby particles (in this case the smoke constituents) are ionized by contact with an ionizer of tungsten wires, the particles subsequently being precipitated on a surface with opposite polarity (in this case the fish).

Penetration in depth is accomplished almost instantaneously. A product requiring from six to eight hours in a smokehouse has been thoroughly smoked in from 15 to 16 seconds on a conveyor 6' wide and in continuous motion.

The machine incorporates many features never before combined in a motor and power control device. Mr. Benoit and Mr. Vitale declare the machine accomplishes a constant uniform smoke flavor to the smoked mon and shad, without variation also gives a delicate flavor not viously found in the old proce smoking.

Control is simple and flexi Starting is accomplished by pres a single button on a control st with a speed control potentiom Predetermined speed is set on speed control potentiometer or ca automatically controlled by the ator pre-setting speeds desired.

The electrical code requiremer the National Machine Tool Buil Association are recognized. A mum of adjustment is required. rent limiting is adjustable. Rec tubes are of advanced design. basic circuit is simple, since tronic rectifiers supplying the a ture are by motor back e.m.f., pe ting use of relatively few compon and no moving parts.

Leo Benoit, designer of the electrostatic smoker for salmon and shad now in operation at the Los Angeles Smoking & Curing Co., is shown here at the control station.

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Canada's Official Position Approves Fisheries Treaty

Canada's official attitude respecting the North Pacific Fisheries Convention, was outlined by Stewart Bates, Canadian deputy minister of fisheries, Ottawa, is that, regardless of possible defects, the tripartite conference in Tokyo did establish new principles of international co-operation that would secure all of the main ends sought.

"The draft convention," stated Mr. Bates, "allows conservation to continue, and provides means for increasing the scope of conservation. It contains provision for leaving the properly conserved species to those who have done the job (Canadians and Americans), by having other countries abstain from fishing such species.

"It is a precedent that may be used for any fourth or fifth country that intended to fish the species we have conserved. It leaves fishing rights between Canada and the U. S. broadly unchanged; territorial waters are not affected by the treaty, and the door is left open for settlement on the same basis as if the treaty had never been made. The matter of territorial waters is not simply one of fisheries; it concerns national defense, customs administration, resources, transport and indeed all our external affairs. Obviously such matters could not be settled at a purely fisheries conference.

"The draft convention leaves Canadian fishermen free to fish the whole Pacific Ocean except for species which other countries can prove are already fully utilized, are under scientific study and regulatory management, and there are still few eries in that position. From ar cluding the Gulf of Alaska s ward, Canada cannot be asked stain under any conditions. Th of the utmost importance to Ca since Canadians are free to fisheries that they have not u now used."

Mr. Bates pointed out tha treaty left questions like thos fishing rights in Hecate Strai touched because the decisions made there affected primarily ada and the U.S.

Parrott & Co. will distribute the I sardines packed by American Sa Corp., Lubec, on the Pacific Coast. I name is "Conqueror."

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anada's Fisheries Council Meets Dominions Pacific Center

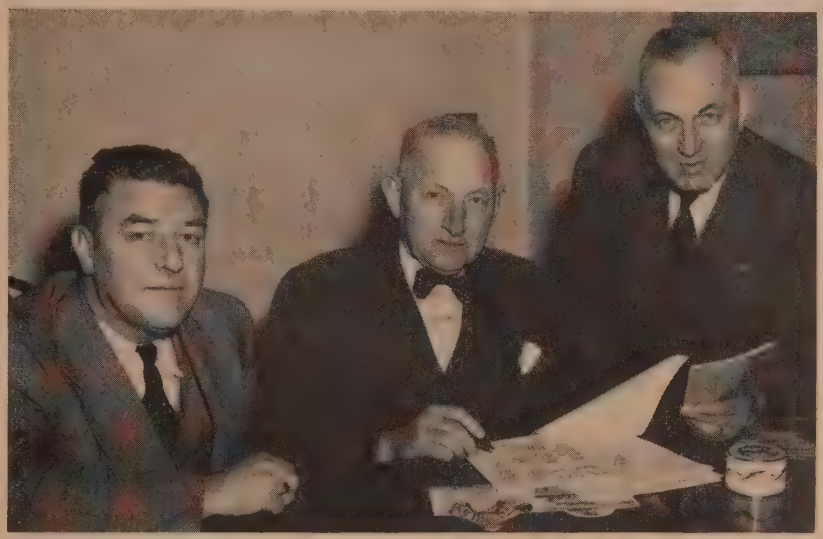
the first time since its forma- even years ago, the Fisheries il of Canada, representing the g industry from British Colum- Newfoundland, will hold its l convention on the west coast 28, 29 and 30, in Vancouver. ıy of the Canadian delegates o attend the N.F.I. meeting in ngeles prior to the Vancouver ns, those from Eastern Canada advantage of this unique op- nity to survey the scope and na- of the fishing industry on the coast from Southern Califor- Alaska. Some expect to re- by way of Prince Rupert so as w some of the operations in the tant northern British Columbia center, where extensive im- ments have recently been car- ut at processing plants.

le-Attendance Planned

res of American delegates to os Angeles meeting are expect- return the Canadians' visit by ling the Vancouver sessions aking part in the various field arranged. These include trips Hell's Gate fishways on the River, the Pacific Biological n near Nanaimo, the Fisheries imental Station in Vancouver arious large commercial plants Vancouver area such as B. C. rs' Imperial cannery at Steves- the mouth of the Fraser Riv- d the Canadian Fishing Co. plant on the Vancouver water-

ncis Millerd, head of the fish ng company in Vancouver bear- s name, will preside at the busi- essions, to be held in Hotel uver. Mr. Millerd was elected ent of the Fisheries Council at st annual meeting in Ottawa, incidentally all previous an- meetings of the organization been held.

ponsible for most of the pro- however, is the Vancouver ittee appointed by Mr. Millerd ising R. E. Walker, vice-presi- nd general manager, B. C. rs; and Richard Nelson, head son Brothers Fisheries, both of are executive members of the ies Association of British Co- a. Actually, the latter organiza- epresentative of the major fish packing companies operating in the west coast province, is the official host for the Council during the proceedings in the west.



These are the men responsible for the 1952 convention of the Fisheries Council of Canada in Vancouver April 28-30. In the middle is Francis Millerd, president of the council; while on the left is R. E. Walker, chairman, and on the right Ruchard Nelson, vice chairman of the convention committee.

High Officials To Attend

Hon. R. W. Mayhew, Canada's minister of fisheries, who was one of the Canadians who assisted in the negotiation of the North Pacific Fisheries Convention, is expected to attend the meeting; and he will be accompanied by Stewart Bates, his deputy minister, who will deliver one of the major addresses.

Premier Byron Johnson and several other members of the British Columbia cabinet will attend some of the sessions, and the various fisheries administrative groups in Canada both federal and provincial will, of course, be represented, as well as all the diversified sections of the commercial fishing industry from both coasts of Canada as well as the Great Lakes and Manitoba lake districts.

Problems of the industry will be dealt with in a wide range of papers. One of the principal speakers will be H. R. MacMillan, chairman of the board, B. C. Packers, one of Canada's most distinguished industrialists and the nation's representative on NATO. The president of B. C. Packers, John M. Buchanan, will play a prominent part in the proceedings as chairman of the Fisheries Association of B. C.

Among the British Columbia directors of the Council are S. M. Rosenberg, president of Canadian Fishing Co., and Roger Hager, vice-president of that company; J. Norman Hyland, director of B. C. Packers and Reg Sinclair, general manager, J. H. Todd & Sons, Victoria. Among British Columbians likely to take an active part in the convention are two of its former presidents—J. S. Eckman and Col. Richard Bell-Irving, both of Vancouver.

Topics Are Timely

Among the topics scheduled for discussion are conservation measures, relations with fishermen, marketing and merchandising, the Japanese fisheries treaty and competition between power and fisheries interests for British Columbia's water resources. New methods of technical operation will also be dealt with and Atlantic coast operators have several matters to place before the convention for action, such as subsidy proposals.

Edward W. Thompson of Astoria, in February resigned as a director of the Columbia River Packers Association, Inc., after being connected with the company since 1924, much of the time as vice president and president. He said that he wished to be in a position to devote more of his time to other ventures.

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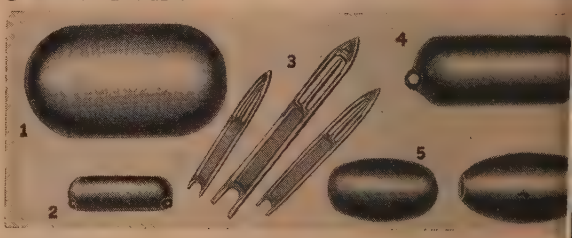

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PACIFIC Fisherman's NEWS

ckerel Prices Fishermen Rise

ppeared last month that if the erel would cooperate, Southern rnia fishermen would find this fitable fish to go after; and the rs a good item to take the place very short canned sardines.

rough efforts of Fishermen's Co- tive Association, San Pedro, men were assured of a raise in of raw material, to $70 per ton, c; $60 for Jack. This repre- d an increase of $10, Pacific; $5, ck. Canneries were signing at ew price early in March. Price remain in force at least until

etta B", Big Seiner, l to Borti Petrich

e big purse seiner *Alletta B.*, e 85', custom house measure, her one of the biggest seiners e Pacific Coast, was sold recent- the Alaska Pacific Salmon Cor- ion and Capt. Louis Peterson to Borti Petrich of San Pedro.

e new owner has taken the ves- uth from Seattle, and is under- to be prepared to replace the .p. German Deutz diesel with n she was powered when she uilt at Seattle in 1936.

e *Alletta B.* has operated con- tly in the purse seine fishery Alaska salmon cannery tender ce.

y Clipper Founders

e 65' baby tuna clipper *Princess*, f San Diego's best known old- s in the tuna trade, was lost last h off Lower California, where vas fishing for Productos Ma- Cape San Lucas. Capt. C. W. er, skipper-owner, suddenly be- aware the vessel was filling water and the crew was com- d to abandon her.

S. E. ALASKA SEINE BOAT OWNERS PLAN ASSOCIATION

Plans for organization of a new purse seine boat owners association we e laid in Ketchikan recently. The organization is designed to benefit purse seine boat operators throughout Southeastern Alaska.

A five-man board of directors was named by Joe Krause, temporary chairman of the organizational meeting, to draft a constitution and by-laws. The board is composed of Charles Nelson, Don Hamilton, John W. Smith, Joe Williams and J. C. Strand.

Smith, who is mayor of Metlakatla, was requested to call a meeting of fishermen there and take applications for membership.

During the meeting it was brought out that trap owners, cannery operators and fishermen were organized into various groups whereas the boat owners, despite their heavy investments, carried no organized weight and were subject to pressure from all sides.

Official title of the organization is Southeastern Alaska Seine Boat Owners Association. Annual dues have been set at $25, and charter enrollment will remain open for three months. At the end of that time, an additional $25 will be charged for initiation.

Membership will be confined to resident seine boat owners of Southeastern Alaska. The association will be incorporated under territorial law.

3 New Beach Seiners

Three new beach seiners are under construction at the Commercial Marine Construction Co., Seattle, Dave LeClerq, manager. The new boats are for Duane Golay, Clark Cropper and the third as yet unnamed.

All three boats will be powered with 145 h.p. Nordberg Knight engines with 2-to-1 reduction gears.

B.C. Fish Plant Workers Seeking One-Third More Pay

The United Fishermen's and Allied Workers Union in British Columbia has requested a 33⅓% increase in all basic wages for shore workers on the grounds that living costs are higher, plants are more productive and prevailing rates are not comparable with those paid on Puget Sound and in Alaska. The operators have replied that the proposals of the union are "extreme" and fail to recognize the impact of present economic conditions on the industry."

Seiners Seek Relief From New Charges

John Real, general manager, Fishermen's Cooperative Association of San Pedro, left March 4 for Mexico City to confer with government officials on matters of changing new laws proving detrimental to American fishermen operating in Mexican waters.

The new fishing fees affect mostly the purse seine vessels fishing for tuna. Mr. Real declared cost increases are equivalent to $4.85 a ton for the average net vessel. In addition to upping the fees, the length of voyages for which the fees are in force have been lowered around 20 days.

"Mike" Sold to Sam

Ernest Gann, well known author and commercial fisherman, has sold his combination boat *Mike* to Sam Celandrino, Santa Cruz. *Mike* underwent repairs at Madden & Lewis Co., Sausalito.

Lynn, a combination boat out of San Diego, owned by James Welch, also underwent repairs at Madden & Lewis Co.

Capt. George Kell, one of the most experienced tuna fishermen and an Albacore expert, answers a call received on his Radiomarine 75-watt Radiotelephone.

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Capt. George Kell, Owner-skipper of the "New Come

FOR OVER TWO YEARS Radiomarine model ET-8012-D has supplied dependable radiotelephone service to Capt. George Kell and the crew of the tuna clipper, "New Comer." The hardworking, 56-foot-long, 17-foot-8-inch-beam, "New Comer," shown above, is returning from a 130-day-trip fishing below the international border out of Los Angeles Harbor.

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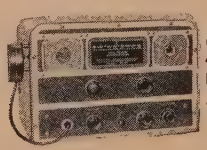

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vegian Double-Ender ures Conversion

v the stern lines of the famous vegian double-ender" have been n the conversion of the Bristol Packing Co. fleet of sail gillnet- told in a complete illustrated e in the general section of this of *Pacific Fisherman.*

many fishermen will be keenly sted in this story, attention of aders of the *Pacific Fisherman's* section of the journal is spe- directed to the article, which rs on Page 79.

Seiner Rigged For 400-Fathom Drags

San Vito, Monterey purse seiner, *Gaetano Cecilio,* managing partner, is rigging up for trawling, and will fish for the Tom Lazio Fish Co., Eureka, skippered by *John Grotting,* well known Eureka fisherman. He is one of the famous trio the brothers Grotting Ed, Arne, and John — all fishermen.

San Vito will be equipped with gear allowing her to fish as deep as 400 fathoms, and she is now being fitted with a deep sea winch, purchased through Dan Bohne & Son, Fishermen's Wharf, San Francisco.

* * *

Joseph Balestrieri No. 2, owned by the Buono Fortuna Fisheries Co., San Francisco, will fish for Joe Balestrieri & Co. out of Eureka.

* * *

Lena V. II, Monterey purse seiner owned by *John G. Spadaro,* underwent a complete overhaul at the Pacific Dry Dock & Repair Co., Oakland.

* * *

Dorothy Ann, trawler owned by Joe Balestrieri & Co., San Francisco, has returned to San Francisco from Eureka, and her engine is getting a major overhaul at Parker Diesel Engineering Co., Oakland. Later she will be drydocked at Sausalito Shipbuilding Co., Sausalito.

* * *

North Head 61′ combination boat owned by *Frank Spenger,* Berkeley, operator of one of the Bay Area's most famous seafood restaurants, Spenger's Fish Grotto, is being repowered with a P&H marine diesel engine, 138 hp., purchased from Parker Diesel Engineering Co., Oakland.

Skipper of the *North Head,* which supplies the restaurant with various species of sea foods is Dale Miller.

New Rex, Monterey purse seiner, owned by *Vince* and *Pete Spadaro,* left for Cedros Island, Baja, California, where she will fish sardines for Pesquera del Pacifico, S. de R. L. Skipper will be *John Guerra,* San Pedro.

* * *

Guiseppe Maria, San Francisco purse seiner, has been rigged for trawling and is now dragging out of San Francisco. Skipper is *Tom Balestrieri.*

* * *

Sea Lion, San Francisco purse seiner recived a major overhaul at Anderson & Cristofani, San Francisco, and will be moored for the summer at Sausalito, while *Jigs Crivello* and his brother Carl, owners of the craft, fish salmon with their troller *Baby Sea Lion.*

* * *

John Aiello, skipper of the San Francisco purse seiner *Pearl Harbor,* is going to work for the Alaska Packers Association this summer as skipper of the tug *Gony* out of Koggiung, Bristol Bay.

* * *

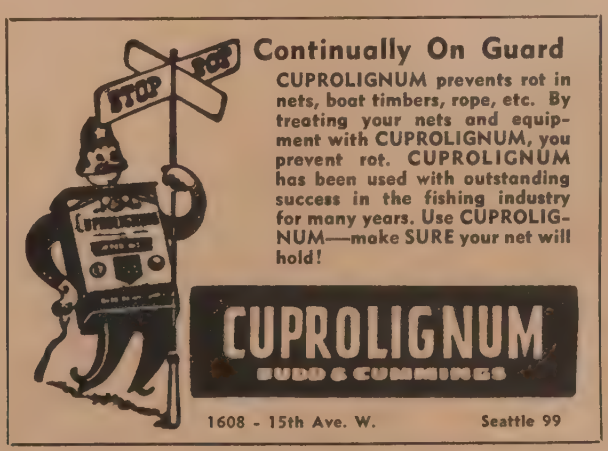
The GM 6-21 diesel engine in *John Aliotti's* new boat *Johnny Boy,* formerly the *New Glory* of Monterey was given a complete overhaul by Shoreline Diesel Maintenance Co., Fishermen's Wharf, San Francisco.

* * *

Tom Cefalu, San Francisco, is repowering his 38′ combination boat *Ella* with a Chrysler Crown, fitted with 3-1 reverse and reduction gear, purchased from Boicelli & Boss, Fishermen's Wharf. Batteries will be 12 volt Autolite, and the engine is equipped with a 12 volt electrical system. Boicelli & Boss will also install the engine.

* * *

C. Mirabella, well known San Francisco boat owner is receiving condolences from his many friends on the death of his wife recently.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Herring Men Demand Stricter Fish Treaty

Opposition to the fisheries treaty negotiated with Japan and Canada, and demand for a treaty which would keep North American and Oriental fishermen on their respective sides of the 180th parallel, was voted by a meeting of Alaska herring packers with representatives of Local 3 of the I.L.W.U., the herring plant workers union.

The meeting was held in Seattle in March, and also demanded protection against a policy which "is making the U. S. Markets a dumping ground for foreign products." It asked specifically for tuna tariff protection, and for higher tariff on herring products.

A program of subsidies for fishing industries was advocated; as was a government program for allocating fishery products.

Linen Thread Co. Holds Annual Pacific Meeting

The Linen Thread Co., Pacific Coast offices held its annual sales meeting in San Francisco last month.

John E. Richardson, Pacific Coast manager, and Geoffrey V. Crowe, assistant manager were joined for the conference by Kenneth McLaughlin, and William Van Husen, Los Angeles; R. E. Saxton, San Francisco; T. L. Thompson, Seattle; and Joe Zar, Ernie Falsetta, and Ed Ellis all of the Marine Hardware Co., San Pedro.

Mackerel at Monterey

A few mackerel were landed last month in Monterey. On one day 10 tons of jack mackerel went to the fresh fish markets and 17 tons to Cannery Row.

Fishermen were getting $50 per ton at the canneries and $160 on the fresh wholesale market.

Chas. White Re-elected

Charles L. White has been re-el
ed president of the San Diego C
mercial Fishing Boat Owners,
Steve Prodonovich has been cho
vice president and J. M. Lytle
re-elected secretary-treasurer. As
iation directors for 1952 are J.
Strom, Frank Navarra, Frank S
fillipo, Cyrus Miller, F. R. Insin
W. Walters, Calvin H. Burns, N.
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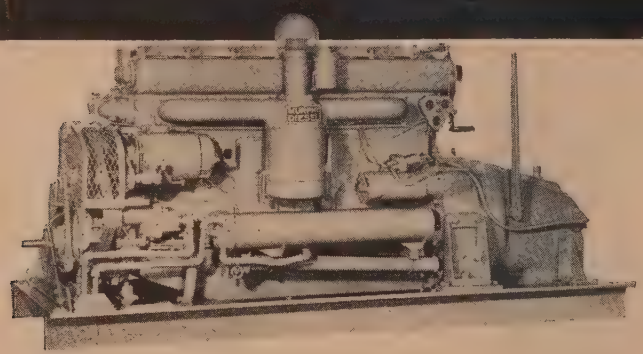

Another Murphy powered boat in the Pacific — The "Adele M" a salmon seiner owned by Robert Bell, Alert Bay, B. C. She is powered by a 135 H.P. Murphy Diesel.

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San Francisco Soundings

ildo Paolini, well known San ncisco boat owner and fisherman, ne new skipper of the San Fran- o trawler *Seaworthy*.

---

oe Torrente, skipper of the San ncisco purse seiner *Torrente* s., slipped on the deck of that t and is now at home recovering n the effects of three broken ribs.

---

lvatore Tarantino, skipper of the Francisco purse seiner *New St. ph*, is rigging that craft up for o sea trawling and will fish for Tom Lazio Fish Co., Eureka.

---

hn Aliotti, San Francisco, is out- ng his recently purchased lam- boat, formerly known as the *Glory* but now rechristened the *ny Boy*, for herring. Later he go for salmon.

---

rrente Bros. and *Pearl Harbor*, Francisco purse seiners, were docked at the Pacific Dry Dock & air Co., Oakland, following the of the sardine season.

---

so Bros., Monterey purse seiner pered by *Jack Riso*, broke down San Simeon last month and was d into Monterey by *Sea Lion*, Francisco purse seiner skippered *iggs Crivello*.

---

ean Queen, San Francisco, *Dom- Tringali*, skipper, is fishing for shark outside the Golden Gate, with the nets formerly owned by *Tony Piazza* of the *Sea Bee*. The dragging gear off the *Sea Bee* has been sold to *Travis Evans* for use on the boat *Catherine*, working for the San Luis Fish Co., out of Avila, Calif.

John Cvitanich, brought his purse seiner *Sea King* into San Francisco from San Pedro to get her registered out of the Bay City port. *Sea King* was formerly the *New Esperia* and she came up the Coast prospecting for sardines. This summer she will fish in Mexican waters.

Gus Raffelo, San Francisco, has repowered his crab boat *Linda* with a 4-cylinder, 60 hp engine purchased from Oswald Machine Works, San Francisco.

Mason Case, Mason Case Co., Moss Landing, Calif., and chairman of the Pacific Coast Fish Producers Institute, was receiving congratulations last month on the arrival of the Case's first baby, a 10 lb., 7 oz. girl.

Westport Harbor Project Progress Due This Year

Some $220,000 will be spent to stabilize Point Chehalis at the south side of the Grays Harbor entrance, and thus protect the Westport fishing haven.

An engineer's report said in February: "It is expected that seven groins constructed on Point Chehalis will hold the north end of the point approximately at the present beach line."

A modified plan of improvement of the basin — short of the original plan of 1945 but still a major undertaking — has been adopted to provide mooring space for small craft, bulkheads, roads, water, light, power and other basic facilities. A contract has been let for the bulkhead and dredging will be started in March, with the new facilities slated for use by late summer. Some $220,000 will be spent on the project in 1952.

Of interest to all Southern California tuna fishermen last month was announcement of impending marriage to **Skipper Johnny Tasso,** of the clipper **White Star,** to Miss Marie Herman, former secretary to **William Backman,** port engineer for Van Camp Sea Food Company, San Diego.

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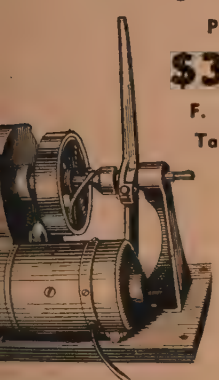

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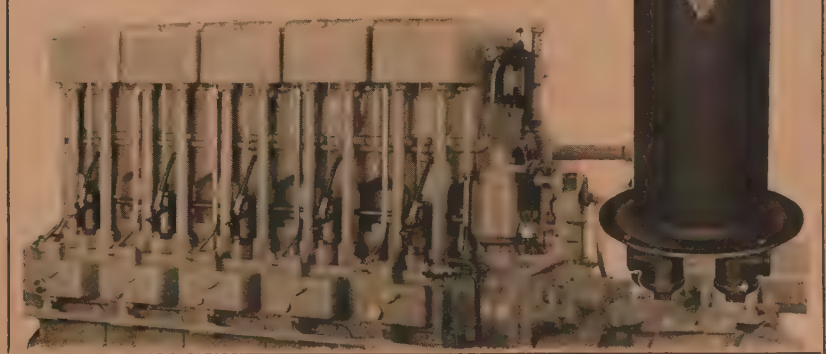

STRANDED VESSEL RESCUED BY "SEEING-EYE" BOAT!

ORCHIDS TO CAPTAIN HUBERT URSICH OF THE TUNA CLIPPER "ST. FRANCIS" OUT OF SAN DIEGO FOR HIS RESOURCEFULNESS IN RESCUING THE STRANDED "LADY ANN" FROM A SHOAL IN ALMAJOS BAY ON THE MEXICAN COAST.

IN RESPONSE TO RADIO CONTACT CAPTAIN URSICH DETERMINED THAT THE "LADY ANN" WAS DEFINITELY STRANDED AND COULD NOT BE TOWED TO DEEP WATER.

HOWEVER, WITH THE AID OF HIS SPEED BOAT AND HIS BENDIX DEPTH RECORDER, CAPTAIN URSICH LOCATED A CHANNEL WHICH THE "LADY ANN" COULD PASS AT HIGH TIDE. THIS SHE DID WITH ONLY THE ASSISTANCE OF HER ANCHOR AND ENGINE.

CAPTAIN URSICH'S REPORT OF THE INCIDENT SAYS: "IT WAS AGREED BY ALL CONCERNED THAT THE BENDIX DEPTH RECORDER WAS RESPONSIBLE FOR REMOVING THIS VESSEL WITH NO APPARENT DAMAGE."

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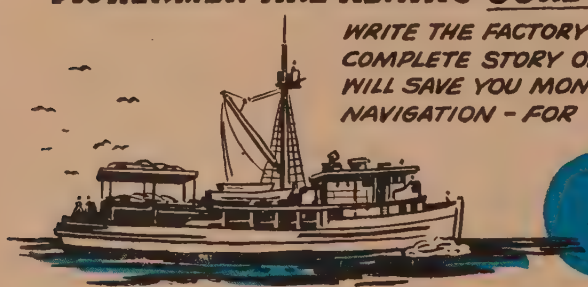

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get Seiners Gather For urance Exchange Meeting

ecently the Commercial Fisher- 's Inter-Insurance Exchange held r regional meeting at the May- er Hotel in Seattle. The roster of e attending reads like a blue-rib- list of Puget Sound's leading e seiners. Gathered from Belling- to Gig Harbor, the men came to reports by Stanley Brummel, ager, Bob Duzich, San Pedro, ident and Andrew Vilicich, di- or.

ck Saletic, Tacoma, was the mas- of ceremonies and rang the bell his introductions and comments ut the various items on the pro- n.

he new regional advisory com- ee includes Saletic, George Cu- ch, Andrew Mullan, Mike Caste- and Obrenko Kokich.

ss Wright came up from Astoria he meeting and reported on the ent activities in that port.

mong those noted at the meeting e Matt Vodanovich, Anton Kor- , Nick Mosich, M. J. Evich, Kruno aulin, K. Mihalovich, Nick Ma- ovich, Ivan Mladinov, V. Novako-

"The Pelican" is a personage to readers of Pacific Fisherman's News — and here is "The Pelican" in person, Mrs. Vi Haynes, PFN correspondent at Pelican, Alaska, between her husband and their son. Oscar R. Haynes operates the 50', Buda-powered troller *Swan* out of Pelican, with Mrs. Haynes and Ray as crew. They were pictured here on the float at the Salmon Bay, Seattle, Fishermen's Dock while south for a time early this spring.

Others who enjoyed the drinks and lunch were Paul Dorotich, Matt Svornich, Paul Martinis, Frank Barcott, Jr., Joe Lucin, Nick Mladnich, John Marincovich, Carl Anderson, Ernie Anderson, Sam Pocina, Tony Spanol, Domonic Beretich, Dick Boskovich, Peter and Andrew Zuanich and Frank Marincovich.

Swapping yarns and tall stories were George Vlahovich, George Budinich, John Uglesich, I. A. Engdal, Walter Hossfeld, Pete Xitco and Joe Evich.

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JUNEAU JOTTINGS

High winds, cold and heavy snowfalls at Juneau this winter kept Harbormaster L. J. Geiger busy pumping out leaking boats and shoveling snow to keep the floats from sinking too. At one time during an extreme cold snap most of the harbor was frozen in.

A few nice days in February brought out the boat owners who started inside work installing sounders, doing engine repairs and painting.

At the Northern Commercial Co. ways John Young of Sitka is getting his *Patricia Mae's* caterpillar engine reconditioned. Conrad Kippert of Juneau and Pelican is installing a new 165 h.p. Graymarine in his 48′ troller *Arminta*.

Pat Robison of the troller *Scout* installed a sounder and expects to leave for Ketchikan to go trolling soon. Lestern Weiss of the *Mabel K*, a troller, has also installed a Fathometer recently.

Jack Warner has almost completely rebuilt Ike Pustenen's *Julia D*, during the winter.

The troller *Crest*, was built this past year by Stanley Hamlin and Orin Jones near Juneau at Norway Point. It is owned by Hamlin, but Jones will fish it this season.

W. M. Cuthbert is reconverting his troller *Mist* into a shrimp trawler for operations in the Gastineau Channel area.

Irwin Cole has had his boat *Joan* on the ways for general repairs, as has Cal Larson his *Buzzie*, a troller.

Ed Dull's small troller sank in the harbor during the winter and is a total loss.

Kodiak Crab Fishing

Burns Lindsay, who formerly was mate aboard the Big crab trawler *Deep Sea*, is fishing King crabs with tangle nets out of Kodiak, Alaska, selling the crabs to the Island Seafoods Co. cannery at Kodiak. Several other local boats are engaged in the same trade, and early this spring were reported to be doing very well.

The Island Seafood Co. canned product thus far has found a ready market in Anchorage and other Alaska centers and it is said that for the present at least the entire production will be sold in Alaska.

"Double Knot" Salvaged; "Lady Jane" Raised

The 40-foot seiner *Double Kn* which swamped at Cape Suckling months ago with the loss of two liv has been salvaged by Ira Rothwell Cordova. It is being rebuilt and conditioned and sold to Art Teid mann, also of Cordova.

Martin Anderson's *Lady Jane* sa at the Cordova dock during rece winter storms. Bob Logan has rais her, pumped her out and is recon tioning the engine.

Sausalito Yard Busy

Walter J. Lucas recently had dragger *Verona* repaired at the yar of the Sausalito Shipbuilding Co. S was damaged at Bodega Bay. At t same yard:

Carl Lindwall had his combinati boat *Angelina* repaired after s went on the rocks off Duxbury Re

The San Francisco purse sein *Joe Balestrieri II*, owned by Joe B estrieri & Co., is being re-rigged f dragging;

Standard Oil Co. has installed storage tank for automotive die fuel for the convenience of fisherme

TOWER'S
FISH BRAND
LATEX *NEOPRENE

There's never been a waterproof built that affords the protection that the new **TOWER'S FISH BRAND** *Latex* **NEOPRENE** garments gives fishermen. In addition to meeting the exacting needs of commercial fishermen for solid comfort, freedom of movement and durability, **TOWER'S** *Latex* **NEOPRENE** gives fishermen who also require special protection from oils, greases and ordinary acids that extra resistance and service.

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A. J. TOWER CO.

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TOWER'S ARROW BRAND TRADE MARK

The enthusiasm of Capt. Paul Lynn of the M/V CAPE BEVERLY for the Sperry Magnetic Compass Pilot is based on rugged experience. In her year and a half of fishing, he has made numerous trips with the pilot.

Capt. Lynn says, "For my money, there isn't another pilot on the market that will do the job like my Sperry Magnetic."

For Capt. Lynn has found that the trouble-free Sperry pilot does for him what it has done for scores of other fishermen—gets him to the fish and back with minimum expenditure of time, fuel, manpower and money.

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DIVISION OF THE SPERRY CORPORATION

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2. **NEEDS NO DRYING, NEEDS NO PRESERVATIVES** — thus *one* NYLOCK net does the work of *three* . . . they can be fished continuously.

3. **STRONGER, LONGER-WEARING** NYLOCK nets stand up to abrasion. They're unaffected by mildew, fungus growths, oil or gasoline!

4. **LIGHTER . . . EASIER TO HANDLE** When wet, cotton nets absorb enough water to increase their weight 2½ times more than Nylock Nets!

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SPECIALLY TREATED (U.S. Patented) to LOCK the threads together to prevent slippage . . . to prevent fraying . . . to keep dirt and marine matter from clinging to the net.

Patent No. 2590586

For information, write one of these manufacturers:
Also ask them about the new experiments now being made on heavier types of Nylon netting.

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MOODUS NET & TWINE INC., Moodus, Connecticut
JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Conn.
A. M. STARR NET CO., East Hampton, Connecticut

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N PEDRO——

cuador Levies eavy Penalty n U.S. Vessel

enus was fined $2,848.20 (con-ed in a letter to John Real) for a ruary violation of an Ecuadorian —fishing without a license in the of Guayaquil. Anton Felando, per, said he was en route to se-a license at an Ecuadorian port. *arsha Ann, Ronnie M* and *An-y M* were fishing in Ecuadorian rs when the new restrictive leg-ion of Jan. 29, 1952, was made wn by the South American coun-*Anthony M* has returned to San ro with some 250 tons of tuna; *nie M* also docked in February 160 tons.

---

rench Sardine Co.'s *Starkist* has docked at the Al Larson yard overhaul. The main deckhouse been extended to accommodate unge. Interior sheathing is of ogany plywood. For buffet serv-chrome tables and stools have added.

uciano Brito, skipper-owner of new *Southern Pacific* brought to French Sardine after her maid-voyage, with a full load and the est time—62 days—made so far year.

hn and *Tom Cigliano,* twins and ner San Pedro fishermen, are serving in the Navy and Army ectively. John is now in Guam Tom is in Korea. . . . *Andro ich,* 73, now living in San Pedro, eclared to be the first San Pedro rman to try the purse seine type shing net, and that back in 1912. Violet Mirkovich of San Pedro ntly became the bride of *Albert olich,* Harbor City. . . . *Herb Cass,* nerly a San Pedro fisherman, is with the 7th infantry in Korea. Mrs. Vincent Kaliterna has been ted new president of the Yugo-Woman's Club of San Pedro; rs elected are Mrs. Joe Juresa, president; Mrs. Paul Bakotich secretary; Miss Georgia Plan-, treasurer; Mrs. Anthony Mar-ch, auditor; Mrs. Robert Raich, sory board chairman. Other nbers of the board are Mrs. Mar-t Felando, Mrs. Helen Marinko-and Mrs. Jack Peternell. . . . erman Nick Radun and Mrs. Ra-recently celebrated their silver wedding anniversary. He has been a resident of San Pedro since 1934.

North Queen, which burned at dock in San Pedro in early February, is now at Harbor Boat Building Co. for repairs. Crowley Tug No. 10 took the disabled boat to drydock. . . . George Yoshida, who not so long ago fished out of San Pedro, is now breading shrimp and sea bass in his plant in Los Angeles. . . . Pete Bezelj and Lucretia Politeo won the waltz contest at the recent 16th annual Fishermen's Dance in San Pedro. . . . Yugoslav-American Club sponsored a dance to raise funds for expenses of the Tuna Tariff Committee of San Pedro, headed by Mrs. Helen Xitco. . . . Anthony Lacono, former fisherman, now in the Coast Guard recently married Phyllis Scognamillo in a ceremony in San Pedro.

George Kell Has Luck, All Of It Bad

George Kell of Long Beach, Calif., is beginning to wonder if Lady Luck has passed him by. When he lost the *Newcomer* by fire a year or so ago, the philosophical George tried again in the fishing game by taking over and rebuilding the bait boat *Ranger.* Then, swiftly as misfortune always strikes, came the loss of this boat when it hit an unknown navigational hazard at night when approaching Ceralbo Island off Baja California, Jan. 25.

In an hour the *Ranger* was lying in 12 fathoms of water off the east side of the island. Kell's Mayday reached the fishing boat *Bond,* but before that boat or any other could reach the sinking *Ranger,* Captain Kell and his six-man crew were forced to abandon ship in the speedboat, and to go aboard the *LaBelle,* skippered by Archie White. From the *Leona B* Kell put through a call to his home in Long Beach.

Crab Fisherman Rescued

Thrown into the breakers when his fishing boat capsized in the surf just south of Humboldt Bar, Nolan Fritz, 30, Eureka, managed to seize a life preserver as he went overboard and swam for 25 minutes in the cold Northern California sea until rescued by two fellow fishermen.

Fritz started swimming toward the open sea, where a number of other crabbing craft were operating. He was finally sighted by two fellow fishermen of the Eureka fleet, Adolph Girsback and Elmer Sundstrom, and hauled aboard the boat *Ida.* Fritz's boat was badly battered and indications were that only the motor could be salvaged.

Andy Barlow Quits Alaska Troller Job

Andy Barlow has resigned as executive secretary of the United Trollers of Alaska, according to Homer Saxon, recording secretary. He had been secretary for about five years.

The action took place at an annual UTA convention in Ketchikan last week. O. G. Nolde of Juneau was reelected chairman of the executive council.

The convention passed four resolutions: 1. Requesting more funds for the Alaska Department of Fisheries; 2. Requesting prohibition of any Japanese fishing operations in the coastal waters of Alaska, Canada and the United States; 3. Requesting that fish buying station scales be inspected for accuracy; and 4. Petitioning the Alaska Steamship Co., to put a small ship in service to Hydaburg, Kazan, Craig, Klawak, Tenakee, Hoonah and Pelican.

Marich Heads Club

Vincent Marich was installed Jan. 11 as president of the Yugoslav-American club of San Pedro. Others elected are: Justo Karmelich, vice president; Joseph J. Galasso, secretary; Sam Frlekin, treasurer; Joseph J. Zaninovich, chairman of the educational committee; Steve T. Marchins, chairman of by-laws committee. Sam K. Marich is chairman of the athletic committee;

Vincent Vitalich, chairman of the board of trial; Anton B. Jaconi, Andrew Kucich, directors; Nicholas Kovacevich, Vincent Karmelich, Vincent Fucak, auditing committee; Phillip Arzich, Chris Bozulich, Louis Fabianac, Nick Franetovich, Slavko Frlekin, George Karmelich, Jakov Misetich and Martin Zuanich are committeemen.

Fire Damages Seiner

The San Pedro purse seiner *North Queen* was seriously damaged by fire, February 13 as she lay at Berth 73. Damage was estimated at $20,000, but was confined to the engineroom and a locker room. The vessel is owned by Andrew Xitco.

Capt. Eric Danielson, 71, lifetime seafarer and in recent years a Grays Harbor bar pilot and commercial fisherman, died at the family home in Aberdeen recently. He came to Grays Harbor 27 years ago, and for 25 years was a Grays Harbor and Willapa Harbor bar pilot. During spare-time while piloting he built his own fishing vessel, the **Smudge**, and in recent years operated it out of Grays Harbor.

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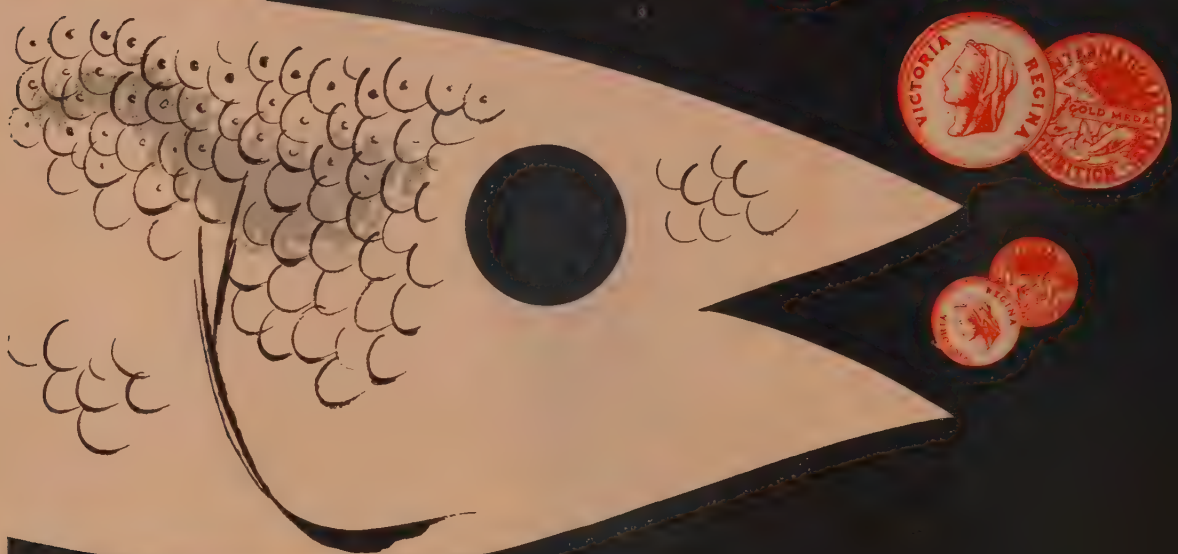

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I DIEGO——
ne-by-One
d Vessels
ave Fleet

e by one, the veterans of the are disappearing. Latest is the *rita,* a former purse seiner con- d to clipper in World War II. sank in the Gulf of California h 5. Anthony Silva and crew rescued. Another old timer, *a Playa* has been sold by her r, E. W. Blocker, Jr., to a Peru g firm. Also down that way, mably to engage in bonito fish- re the *Sun Streak* and *Sun Har- Rose Marie* went to Ecuador in

---

pper of the *Commander* report- o passengers of a Dutch yacht ashore on Santa Maria Island. agos, a Belgian and a German. dioed a message to the Dutch l at San Francisco. The *Com-*

mander's fare went up to Paragon Packing at Gray's Harbor. Who says the clipper fleet won't deliver elsewhere except Southern California?

Al Santos has taken over the *Mondego,* relieving *Joe Leavitt.* . . A real tragedy was the passing of *Dennis Oliver,* for many years the "breadbaker to the tuna fleet". . . *Harold "Pop" Morgan* returned from the tariff hearings at Washington, and almost at once flew off to Panama to visit *Harold Jr.,* and *Melvin,* both operating stay-below clippers there. . . . Robert J. Freitas, who was chief engineer of the *Heroic* has transferred to the *Olympia* as master. . . . *R. P. Heskitt,* navigator on the *Southland,* was flown home from Lower California by U. S. Coast Guard plane, for an emergency operation. . . . *Mrs. Antonio X. Madruga,* mother of tuna skippers, *Hank, Eddie, Ralph, Joe* and *Richard,* died recently at Point Loma. All boys at sea flew home for the funeral. . . . Mrs. Frank Brown, mother of *Antonio Brown,* skipper of the *Magellan* died February 25. . . . *Tony Tavares* and wife leave May 2 for a vacation in the Azores. While away the *Sun Pacific* will be skippered by his son-in-law, *Roland Luz.* . . . *Machado Medina,* accompanied by wife and daughter, are leaving in May for an extended Portugal holiday. . . . *Carol Virginia* put into Panama for repairs enroute to Galapagos. . . . *Joe Nunez* finally got his *Katie Lou* going again after being in port since last July 23. . . . *Carl Hanken* brought the *West Point* to Van Camp with a good load after 67 days at sea. *Vincent Gann,* skipper of the *Cape San Vincent,* unloaded his fare at High Seas Tuna, first hook-and-liner to flume there in many months. Mechanical trouble was the reason

Net Man Visits Trade

Howard C. Johnson, vice-president and general manager, Adams Net & Twine Co., St. Louis, Mo., was a Pacific Coast visitor last month, visiting the trade in Los Angeles and San Francisco. In San Francisco Angelo D'Acquisto took Mr. Johnson around to call on the trade.

Spring Crabbing Poor

March crabbing along the Washington coast opened very poor, with light catches and discouraged fishermen. The going price for crabs, ocean run, was 13¢ per lb.

Are you still painting 2 or 3 times a year?

Here's a way to cut painting expense to a minimum. By insisting on long-lasting better-grade Woolsey Marine Paints, you'll be following the example of money-wise skippers everywhere. Rugged, dependable, superior Woolsey Finishes pay for themselves over and over again by keeping your boats in service much longer between haul outs and lay-ups!

WOOLSEY "TRADE WINDS" Anti-Fouling BOTTOM PAINT—Its high copper composition gives excellent fouling resistance. Has a good spreading rate—can be recoated in 3 hours, launched after 4 hours. Easy to apply—moderate in cost.

WOOLSEY SHIP & DECK PAINT—An all-purpose, durable gloss finish for every topside surface. Stands the toughest going on decks and working areas. Solid covering... in all practical colors.

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Weeks-Howe-Emerson Company, 255 Mission St., San Francisco 5, Calif.
San Diego Marine Hardware, 1502 India Street, San Diego, California

TWENTY-FIVE MORE NORDBERG ENGINES for Puget Sound Boat Building Co.

JUST a few short months ago, John Breskovitch, President of Puget Sound Boat Building Company, installed ten Nordberg 95 H.P. "Arrow" Gasoline Marine Engines for powering a fleet of Gillnetters to serve one of the new Bristol Bay freezerships.

Now, this progressive builder has ordered *twenty-five more* 95 H.P. Nordberg "Arrows" . . . based on the excellent speed and performance that was obtained with the original ten Nordberg engines.

A total of *thirty-five* engines purchased in such a short time is another outstanding testimonial to the over-all dependability and performance of Nordberg Gasoline Marine Engines for heavy duty fishing service.

The 25 Nordberg "Arrows" for Puget Sound Boat Building Co. were purchased through the new Seattle, Wash., office of Nordberg Mfg. Co., 2520 Westlake Avenue, North, where complete sales and service facilities are now available to serve the entire Pacific Northwest area.

ARROW

In addition to the 95 H.P., 3200 rpm *ARROW*, Nordberg gives you your choice of four other power-packed models . . . the *BLUEFIN* (95 H.P. at 3200 rpm); the *MARLIN* (110 H.P. at 2500 rpm); the *BULLET* (110 H.P. at 3400 rpm); and the *KNIGHT* (145 H.P. at 3400 rpm).

For full details, write for BULLETIN 193.

NORDBERG MFG. CO., Milwaukee, Wisconsin

G552-

BUSCH-SULZER
A DIVISION OF NORDBERG

NORDBERG

DIESEL and GASOLINE ENGINES

reka——
25 Boats Join Humboldt Fleet For 1952 Season

the Humboldt Bay fishing fleet the opening of spring and early ier operations, approximately aft were registered with Eureka ir home port, according to L. M. nd, port collector of customs. gure marks an increase of about er last year this time.

he same time Holland disclosed nber of transfers and new regis- ns among boat owners and fish- n. Among these were the fol- g:

dragger *Aloma* from Virgil g, Eureka, to Russell Wilson; ase of the *Aubrey* by John Fig- i, Fort Bragg, from Leonard on; full ownership of the *John-* . 7, by Willard Sargent, of Tal- Ore., who bought out Thomas nt; the *Lila M.*, from John L. hgi of Alf Bandrix; the *Norris* gistered to H. D. Graham, Fields ng.

Other operators recently registering with the collector included Harold K. Stewart, San Francisco; Thomas L. Murrill, Fort Dick; Gene Tryon, Crescent City; John van Wernerm, Fort Bragg.

Hard luck hit the *Evelyn H.* recently when the craft dropped her propeller while moored at the Eureka Small Boat Basin. *Ovie A. Holm* is owner and skipper.

The boat *Sea Home*, formerly of Tacoma, has been registered in at Eureka by its owners, *H. P. McUyer* and *Dan Kelly*. The craft is a 16-tonner and will be employed in crabbing operations out of Eureka.

The *Joseph Balestrieri II* recently joined the Balestrieri Company's fleet at Eureka, operating for bottom fish. She was brought to Eureka from San Francisco by *Glenn Seuers*.

The *Mary C.*, crab boat working out of Eureka, recently was towed into port by the Coast Guard after putting out a distress call at sea. Owner of the craft is *Theodore V. West*.

The *Northern Light*, previously working out of Astoria, arrived at Eureka recently to operate out of that port this season. She is owned and operated by *Leonard* and *Karen Maki*.

Among new craft showing up at Eureka for the spring season was the *Missionary Estacada*, out of Portland, owner *Frank E. Sutton*.

The *Loreda*, formerly owned by *James W. Keating*, Crescent City, has been transferred to *Otto Essing*, Fields Landing.

"Baby Seiner" Versatile

Bill Windbigler, Santa Cruz, recently took delivery of his baby purse seiner type boat *Janie W* from Joe Perry, Fort Bragg, Calif., boat builder and fisherman.

Janie W. was designed by Jake Eremenko, Ft. Bragg. She is 41′ long and is powered with a GM 3-71 marine diesel engine purchased from Hall-Young Co., as was the Federal Mogul propeller, and Twin Disc front power take-off. *Janie W.* was also equipped with a 40 watt Fisher radio telephone and a Wood Freeman Iron Mike.

Janie W will fish for Albacore, salmon, sardines, and anchovies. She will have a speed of 8-9 knots.

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he Job
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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Delo Oils

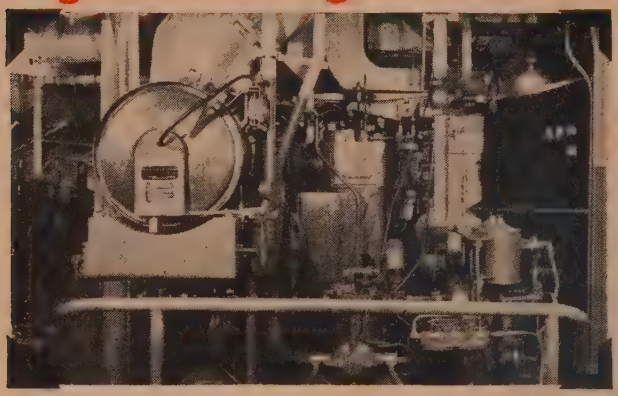
UNIT Atlas diesel engines

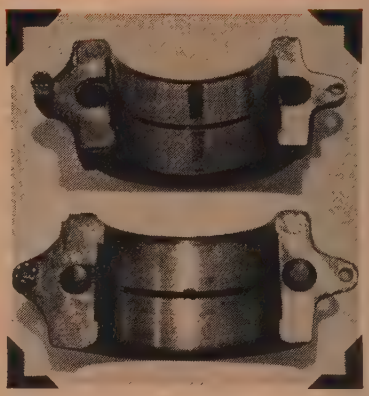
SERVICE Tuna fishing — long cruises

CONDITIONS Constant load operation — high tem

FIRM M.V. Lucy Elena, San Diego, Calif.

Engine-cleaning oil saves overhaul, ends bearing failures





WORKING UNDER CONSTANT LOAD for as long as 90 days at a time, the Lucy Elena's diesel engines continually "gunked up", rings stuck and one of the auxiliaries wiped out a bearing. Switching to RPM DELO Heavy Duty Oil stopped all the trouble. It cleaned deposits from the engines and saved the expense tearing them down. For over 1½ years now it has ke all moving engine parts clean and in good conditio The connecting-rod bearings and piston shown abo came from one auxiliary after 8000 hours operatio

THE M. V. LUCY ELENA fishes off California and South America. Standard Diesel Fuel is used in her engines. Its controlled distillation range, correct flow and proper ignition provide full, uniform power. Standard Diesel Fuel and RPM DELO Oil get the most out of diesels.

CAPTAIN JOHN BALESTRERI of the Lucy Elena, says, "In the tuna-fishing business, engine trouble can be mighty costly both in lost time and cargo. Since using RPM DELO Heavy Duty we have had exceptionally clean engine operation and no bearing trouble as we experienced with the previous oil."

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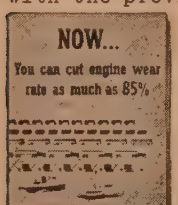
B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



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STANDARD OIL COMPANY OF CALIFORNIA

NEWPORT NEWS

nny Weir has sold his troller
ra, which his brother Harry has
fishing, to *Dave Krueger* of
ort. *George Osborn* has sold his
Ranger II. Jack Gobles' troller
isher, which is being practically
lt, will sport a new wheelhouse
enough to house the galley. A
Fathometer has been installed
eed Hall's dragger *Dare II*. A
immy has gone into *Gus Chris-*
n's dragger *Hero*. *Margaret E.*,
f *Swede Erickson's* draggers,
he sold to *Seed Hall*, has been
to Astoria. *Swede* still has the
er *Ethel G.*, and *Speed* also has
ragger *Dare II*, skippered by
Safley. *Dick Pitts* will skipper
Margaret E. for *Speed*.

terey Community Drive
s Aid for Fishing

ommunity campaign to help the
fish packing industry in Mon-
was launched last month at a
ng between industry leaders
Peninsula Chamber of Com-
officials.

as proposed at the meeting that
deral government be petitioned
y all the squid the plants could
during this squid season, and
dly that the government be
to declare a moratorium on
oans made to fish processors for
od of two years.

se taking part in the meeting
Sal Ferrante, Oxnard Canners,
for the fish processors; John
ky" Crivello, for the AFL Seine
e Fishermens Union; Lester
y for the AFL Cannery Work-
nion; Horace Mercurio for the
erey Purse Seine Association,
oat owners organization; and
e Andante, for the Small Boat
rs Association.

sley Fry, president of the Mon-
Peninsula Chamber of Com-
, presided.

ler "Cory J"
s Echo Sounder

Cory J, 38′ troller belonging to
Johnson, Seattle, went on the
at the Mike Shain yard on Sal-
Bay to have a Bendix DR-7
Recorder installed.
new 100-fathom machine was
ed by the Pacific Marine Sup-
., distributors of Bendix equip-
in the Northwest.

B. C. Herring Catch Sets Record

British Columbia wound up its biggest herring year on record in March, with a total catch exceeding 190,000 tons.

From the catch standpoint the season was favorable from its inception, with surprisingly large hauls in the Ogden's Channel area and near the Queen Charlottes, although west coast of Vancouver Island fishing was disappointing.

Only about 105,000 cases of herring were canned during the 1951-52 season, the bulk of the harvest going to the reduction plants. Consequently there was an unusually large output of herring oil—3,700,000 imperial gallons. Herring meal production exceeded 32,000 tons.

Another item considerably larger than usual was dry salted herring—4,700 tons of it.

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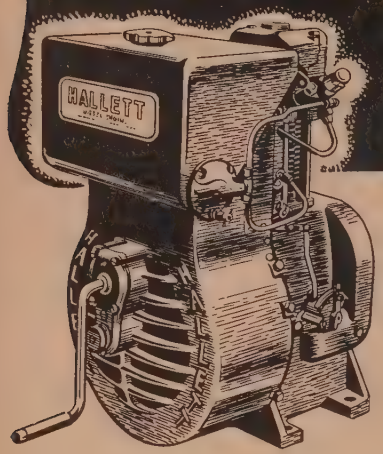
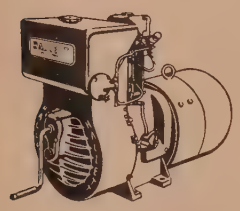


Standard Model AC-1 5 h.p. Air-cooled diesel engine.

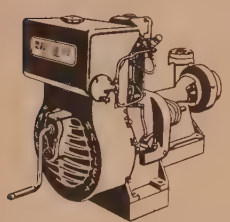
Hallett Air-Cooled Diesel Engines, because of their compactness, rugged construction and minimum weight offer the boat owner a real "work horse" to power his auxiliaries.

The Model AC-1, using a combination power take-off will deliver power to a small generator, bilge pump, bait pump and compressor, or may be used as propulsion for small boats.

Hallett standard one and two-cylinder water-cooled 8 and 18 horse power Diesel Engines are also available for a wide range of Marine applications.



Hallett Diesel electrical sets from 2½ to 10 KW.



Hallet pumping units are available in wide range of capacities.

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Moss Landing—Monterey Bay

e warm spring sun is bringing shermen out from their homes down to their boats at Moss ing. Talk is of painting, deck cabin paint and bottom jobs to ct the hulls. *Thelma* and *Lee well* of the *Albacore II*, and *Ruth Orville Patterson* of the *Silver y*, are ready to begin on their . The *Cope* brothers, *Marvin V. A., Jr.*, have already painted boat *Venus*, all white, trimmed ark green and black. *Ernest pa* is having a bottom job done is *Flying Cloud* in Monterey. ng it difficult to be a man with- boat, he has been accompany- *ohn Bassano* on his trim, new *Denny Wayne*.

Tomlinson of the *Croaker* is g rigged for basking shark, n he says are out in the Bay this year. Responsible for the to kill" throwing of the harpoon e *Jack Daniels*, who until now een crabbing on his newly pur- d *Joy Lee*. *Bill* was a partner er, former owner of the *Joy* nd Jack's father-in-law. So it's family affair.

Bob Mason, who ran the *Western Skies* for owner *Bill Anderson* last season is on the payroll of Bethlehem Steel Company in San Francisco. His wife, *Barbara*, daughter of the *Roy Dulaneys* of the *Penguin*, is working in an insurance office up there. *Bob* has fished all his life, though, and the bets are that he is counting the days until salmon season opens.

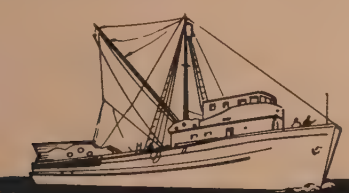
The big 90′ *Warrior* from Coos Bay, Ore., is a newcomer in Moss Landing. Captained by *Dick Maier* from Empire, Ore., the large vessel is dragging bottom fish outside Monterey Bay for A. Paladini, Inc. Monterey Bay itself opened in March for dragging but not inside the 25-fathom curve, according to Fish and Game regulations.

There are many "husband and wife" boats in the fishing fleet, but *Helmer* and *Betsy Borge* of the boat *Lincoln* are a sister and brother team. Not wanting to sit around and wait for the opening of the salmon season, the *Borges* took off last week for Alaska, where they will fish for halibut, planning to return later in the spring.

Oscar Smart in his small open boat is an old-timer in the crabbing contingent and now *Jack Norman* on his *Tiny Boy* is going to try his luck at the crab pots.

The *Northern Isle*, known here last summer as the *King Phillip*, is in Moss Landing after spending the winter in San Pedro. The boat is looking very ship-shape under the command of *Knut Pedersen*, who fishes the vessel for the Monterey Canning Co. While in the South the *Northern Isle* had a new G.M.C. 165 horsepower engine installed by the Crofton Diesel Engine Co., and at the same time took on the new name.

A fine looking addition to the Monterey fishing fleet is the *J. A. Russo*, which was launched in Monterey Bay recently. Forty feet in length with a 14′ beam, the new boat was entirely built by the owner, *John A. Russo*. This is his second self-built boat and everyone agreed that it was an excellent piece of workmanship. *Russo* will complete the outfitting also and it is expected to be ready in about three months. It will be powered with a 225 Grey diesel engine.



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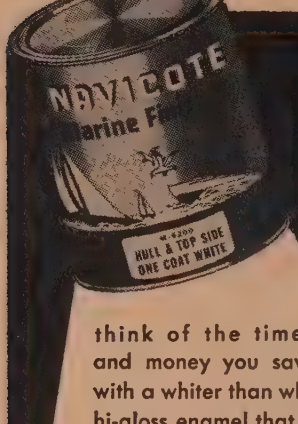

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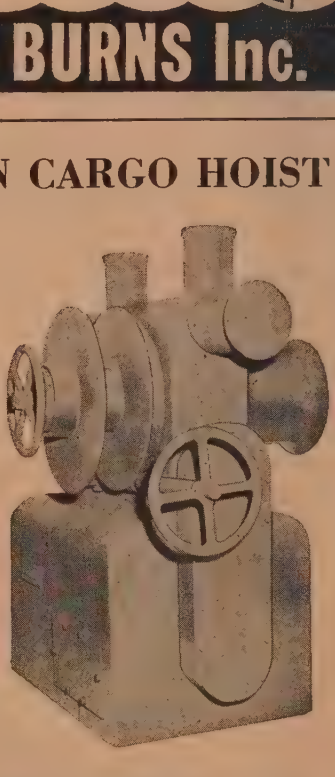

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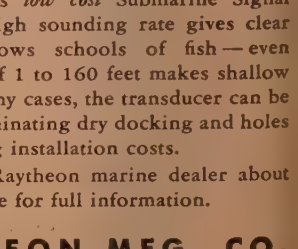

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Tips & Tails from Ketchikan

ohn Monsen, skipper-owner of the ibut boat *Atlas*, returned to Ketkan in mid-February from a busis trip to Seattle.

---

ngvald Laug has had an Ekolite ɔth finder installed on his trolling at *Laug* by the Ketchikan Instrunt Co. *Chuck Jensen* of KIC also installing a depth finder on the lling boat *Acme*.

Homer Pitcher had a photo pilot, h cockpit control, installed on his mbered trolling boat in Ketchikan February.

W. O. Smith, owner of the troller *anette*, made a trip to Juneau in d-February to confer with other embers of the Alaska fisheries ard and *Dr. W. C. Herrington* of U. S. State Department, regardthe proposed Japanese fish treaty. aska is seeking representation on ernational fisheries commissions verning north Pacific fisheries.

Peter Alexander of Hydaburg has rchased the trolling boat *Sea ray*.

Harold E. Dempsey, superintenit of the Noyes Island cannery of New England Fish Co., arrived in tchikan from Seattle in mid-Febary for a midwinter inspection of plant on the West Coast. He was ompanied by *Mrs. Dempsey*.

Henry Huber, bookkeeper for Polar Fisheries, Inc., at Ketchikan for the past year, and family returned to their home in Seattle in mid-February, then planned a visit with *Mrs. Huber's* relatives in California. It is undetermined if they will return to Ketchikan.

Burke E. Bodwell, 31, owner-skipper of the crab-fishing boat *John Antler*, was killed recently when his auto ran off the highway north of Ketchikan and plunged down a ravine. Funeral services were held in Aberdeen, Wash., his former home. He had lived in Ketchikan for the past year, fishing crab in Hecate Strait for Pacific Pearl of Alaska and trying his hand at logging during the winter.

Pete Bringsli, manager of the Tongass marine store in Ketchikan, visited Seattle in February on a buying trip.

John Roghich, fish buyer for Whiz Fish Products, returned to Ketchikan in February after attending to business in Seattle and vacationing in California since Christmas.

J. K. Johnson, manager of the New England Fish Co.'s plant in Ketchikan, and *Mrs. Johnson*, went to Seattle in mid-February on a combined business and pleasure trip.

Arnold Iverson has installed a new 110 h.p. Nordberg engine in his trolling boat, *Amalie L.*, at Ketchikan.

Howard Hudson, owner of the seine boat *Dorothy*, is trying his hand at trolling this season. He recently put on poles, gurdies and other trolling equipment.

The 38′ trolling boat *Night Hawk*, a converted cruiser, was lost recently and the owner, *Maurice Ingman*, and his family narrowly escaped with their lives after it went aground during heavy seas. They were rescued by *Ingman's* father, *Leo*, who has the troller *Kimball*.

Herbert Zieske and *Delmar Kemp*, trollers who live at Port Protection, visited in Ketchikan recently en route to Wisconsin to visit with relatives.

Walter Pihlman, seiner and member of the territorial board which administers the fishermen's hospital fund, attended a board meeting in Juneau in February.

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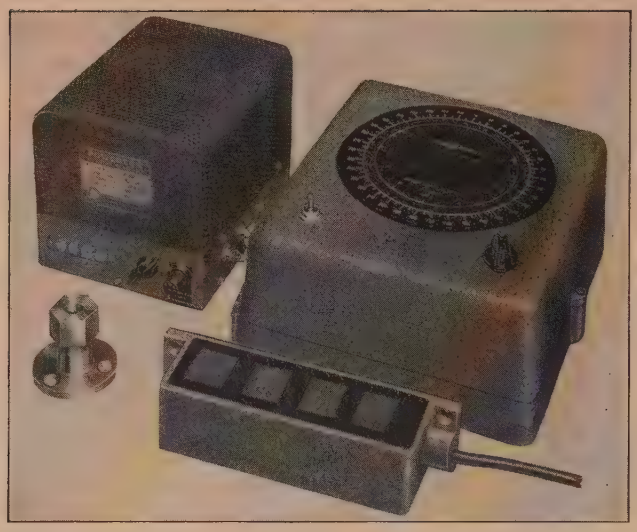

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aquina Fishermen lug With Petition or Better Mooring

he Yaquina Bay, Ore., Port Comsion March meeting brought out etition from 17 boat owners who nt the board to accept a deal ofed by a local pile driver operator out in a limited number of indiual berths, arranged at a 60 dee angle, so boats can head into m, with the current, or to permit se 17 owners to go into the deal their own hook, and at their own ense, if the commission does not nt to undertake the project. At sent the boats dock alongside the ts and at the heighth of the season sometimes tied up 10 and 12 east, with resultant delays in get- out to fish.

n the past we have been referring he ways at the "C.M.C." These ials stood for "Crawford, McGlas- & Crawford," and as such they e been out of business for many, ny moons. Their installation was chased by Frank Wade and Tom mberlain last summer and is now wn as Wade & Chamberlain, and so be referred to by us in the ure. Mr. Chamberlain is vice presnt of the Yaquina Dock & Dredge and also their dock superintent. He formerly fished and owned troller *Migrant*, which he built n the assistance of Joe McGlasson, which boat is cited as a classic mple of a boat built for fishing as inst a boat converted for fishing. nk Wade was formerly associated n Len Hoffman, as Wade & Hoffman, in the tug and tow business. He is also connected with the Yaquina Dock & Dredge Co. In charge of operations is an old Newport boy, Loren (Gus) Gustafson, former superintendent of a tug and barge concern in the Portland district. They can handle boats up to 50 feet in length, either on their ways, or under cover. Dewey Campbell has installed, at the docks, two new G.M. diesels on Max Carlsen's dragger *Alten*.

None of the local Newport draggers have yet been out, as far as we can ascertain, but an outside dragger brought in a load which furnished a little work to some of the women at the Yaquina Bay Fish Co. A little decent weather will allow some of the boys a chance to make a dollar or two.

A moderate sea permitted Hank Reinertson to take his *Nell* day-fishing in the vicinity of Johnson Rock, and he came back in with 1200 pounds of lingcod. Ed. Buttons had his *Humu* out to the reefs for a look-see, and he came back with between 200 and 300 pounds of lingcod. Several of the other boys have also been out trying it, with more or less luck. We understand 17c was paid for the first unloading, followed by 15c for subsequent trips.

"Heavy" Tompkins has sold his *Lei-Loni* to C. H. Mitts, who formerly operated the *Loreda*, and who also shrimp fished on the *Sachem* at Key West, Fla. He is figuring on taking the boat to California and may fish shrimp after he gets down that way.

Les McMillan went to Astoria with his *Shirley Lee*, which he put in dry dock before starting the season dragging. Ray Hall will be following Les up north, and may do some dragging, going or coming, but is figuring on putting in the season dragging out of Newport. Ed Fogarty had his *Sea Lanes* on the Wade & Chamberlain ways where her stern bearing was repacked and she was given a copper bottom paint job. Gus Christensen's *Hero* is back in the water at Wade & Chamberlain's, after installation of a new GM diesel engine.

George Harry, of the Fish Commission of Oregon, was in Newport a few days arranging for the charter of a drag boat with which the Commission can resume shrimp explorations off the Oregon coast to the California line, which weather conditions forced them to abandon last fall.

West Fowler, with his wife aboard, started their 25th honeymoon aboard their *Neptune I* when they took off in March for Sitka, Alaska. They headed first for Anacortes where they expected to meet Ted Lawrence and his *Snorky*, who will head for Alaskan waters with them.

Ed. Eliason, formerly owner and skipper of the *El Capitan*, which burned at her dock a year or so ago, and since skipper of the troller *Dare*, has taken out the trunk attached to the wheel house, jacked the mast up 4', and will extend the wheel house aft, allowing sufficient space to accommodate his galley.

Bobby Denham's *Erwin D*, formerly the *Viking*, which broke loose from her moorings and sank in the channel off the C.M.C., has probably done her last fishing off-shore, according to her owner. Bobby states that in the blow that tore her loose a log got between her and the dock giving her some hull damage and splitting the stem. He is having repairs made, however, and believes she will still make a pretty good boat for bay fishing.

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Two Large Fishermen Based on Humboldt

Two large fishing vessels joined the fleet out of Humboldt Bay, Calif., this spring, the *Allen Cody* and the *Tuna Shark*.

The *Allen Cody*, 96′ long and with a gross tonnage of 187 tons, was registered in by Herman Foland and Gilbert Hunter, operators of the fish reduction plant and former whaling plant at Fields Landing. The owners indicated that the craft would be employed for general operations, although the ship also is suitable for whaling operations should activity be resumed in that field.

The *Tuna Shark* is owned and skippered by Bernard M. Reaves, president of the Tuna Shark Corporation of San Francisco. A converted submarine chaser, the craft is now equipped as a virtual floating crab processing ship, with a storage capacity of 50,000 pounds of live crabs and a refrigeration capacity of 80 tons, complete with cooking facilities. She is 136′ long, with a 24½′ beam, powered with GM diesels turning up 500 h.p. each, and carries a crew of five men, including the skipper.

North California Dragging Good in Early Spring

February and March fishing operations out of Eureka and other ports along the California north coast held up quite well, although confined to bottom fish and crab.

The main dragboat fleet was working out of Eureka, making regular deliveries to A. Paladini, Inc., Theo Weissich Fish Co., A. Balestrieri Fish Co., Tom Lazio Fish Co., Consolidated Fisheries, Eureka Cooperative and the Snider Fish Co., the latter at Fields Landing. Sole led the field, as usual, although considerable rock cod, lingcod and other species were noted, including some turbot. Prices ranged from 4c to 11c per pound.

Crabbers were cashing in on a period of good weather at the close of the month, and deliveries were well up to normal for this season of the year. Crabs continued to bring an average of 14c per pound.

The many friends of Ivan Newland, 57, also known as Ollie I. Nyland, engineer on the Monterey purse seiner **Sherman Rose**, were shocked to learn of his death by drowning last month at the San Pedro Fishermen's Wharf.

"Alma" Going Fishing

Dominic Fruciano, San Francisc has just taken delivery of the 34′x1 combination boat *Alma* from Fra Pasquinucci's Sausalito Boat Work

The craft is powered with a 165 h. GM diesel engine, purchased fro Shore Line Diesel Maintenance, Fis ermen's Wharf. The shaft was Mone and the Michigan propeller can from Thomson Machine Works. Sh also was equipped with a 25-wa Apelco radiotelephone, and a Fre man Mike sold by Bill Paulson.

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SALE: 250-hp., 6-cylinder heavy-duty Atlas rial Diesel Engine. 350 rpm. Direct reversi- with sailing clutch. New in 1944. Will sell alf the price of new.

p. auxiliary Caterpillar Diesel, 4-cylinder. clutch on back end. New in 1944. Will or half price. Engines located in San Pedro, . Contact: George Moskovita, YMCA, San o, Calif.

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FOR SALE: 20 good used BAIT NETS. Total length 147 fathoms and about 15 fathoms deep. Some almost new. Priced for quick sale. $300 to $500. Contact George Moskovita, YMCA, San Pedro, Calif.

FOR SALE: Now finishing 47' x 13½' x 7' hull—Northern seiner or troller type. Buyer furnish power. For further information write to: Makela Bros., Box 972, Fort Bragg, California.

FOR SALE: Floating cannery equipped for either 1 lb. or ½ lb. operation. Comfortable quarters for crew of nine. Twin-screw, diesel-powered. Reply Box 68, PF, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

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Nautical Radio Is New Name for Newport Shop

Bill Thompson, formerly service engineer with Pacific Telehone & Telegraph Co., and specialist in high frequency radiotelephones, has purchased Butcher's Radiotelephone Service in Newport Beach. He has renamed the firm Nautical Radio and has moved the office to 1208 Coast Highway. Thompson is dealer for Raytheon Manufacturing Co. in the Newport Beach area. Recently he has installed Fathometer Cadets on three new bait haulers in Newport Beach: one on R. L. Brock's boat *City of Oceanside*, another on Al Dixon's new boat *Ercyl L*, and another on Wayne Payne's new bait hauler.

Frank Mercurio Marries

Frank Mercurio, son of Horace Mercurio, manager, Monterey Purse Seine Association, and Mrs. Mercurio, was married recently to Miss Gloria Tarallo, also of Monterey.

Miss Tarallo is the daughter of Daniel and Mrs. Tarallo, and Mr. Tarallo is a well known Monterey fisherman. Frank is at present in the Navy. He served in Korean waters on a destroyer, and his ship has been transferred to the Atlantic fleet.

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12-Volt, 30 AMP chargers, Continental Motor, $95 each.
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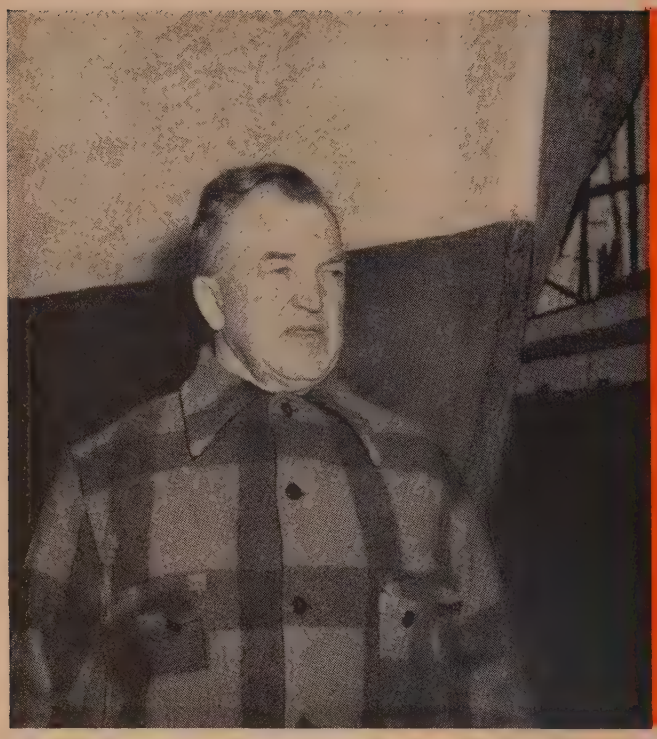
FOR SALE: Caterpillar 135 continuous HP D-17000 8-cylinder marine engine complete with Twin Disc 2 to 1 marine gear, front-power take-off, generator, gasoline engine starter, with electric starter, brand new, never used. Current new price over $12,000 for same basic engine at 150-hp. only this one for $7,500 f.o.b.

Union Diesel marine engine 160 HP at 350 RPM, Model 3KN6, six-cylinder, 9" bore, 13" stroke. Used but in excellent condition. Complete with air bottles and forged intermediate shaft. Will sell for $4,000 f.o.b. San Francisco.

Lorimer Diesel marine engine 20-hp., 2-cylinder. In excellent condition. Complete with auxiliary gasoline starting system. Will sell for $750 f.o.b. San Francisco.

Look at these engines at our shop to fully appreciate their value. THOMAS A. SHORT CO., 245 Fremont St., San Francisco, Calif. Phone: YU 6-0294.



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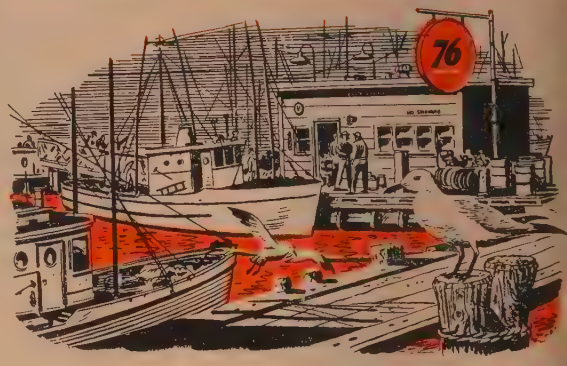
Uuna W. Uunila, skipper in the Astoria, Ore., fishing fleet, writes: "I have now used Triton motor oil for four years. The reason I like it is because it keeps my motor clean and I don't need to worry about the exact date for an oil change. Even though a longer time elapses between changes the lubrication continues good, and the motor remains clean."



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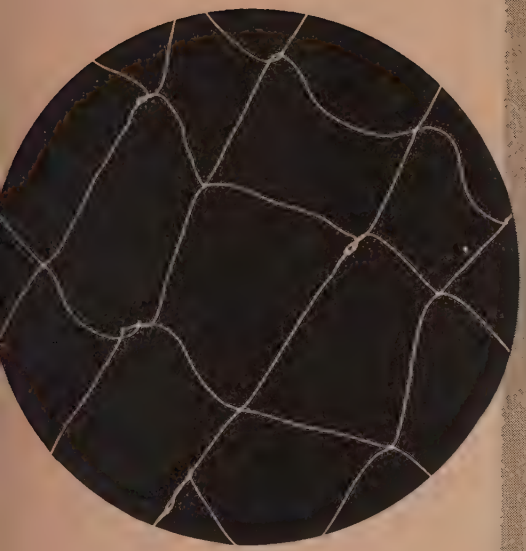

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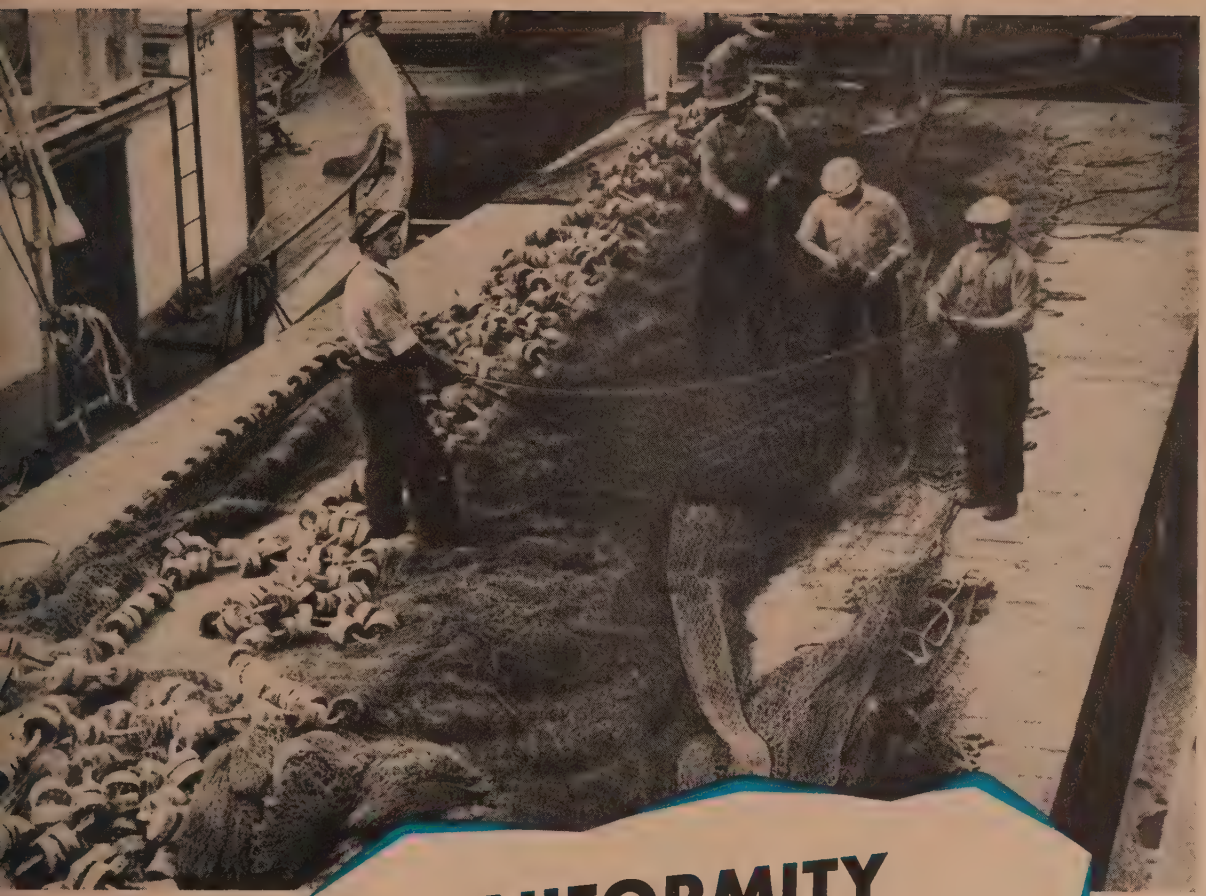
SALMON CUTTING, SEATTLE, MARCH 13



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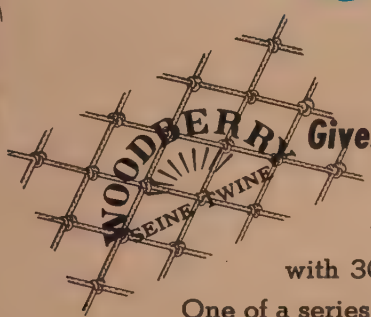

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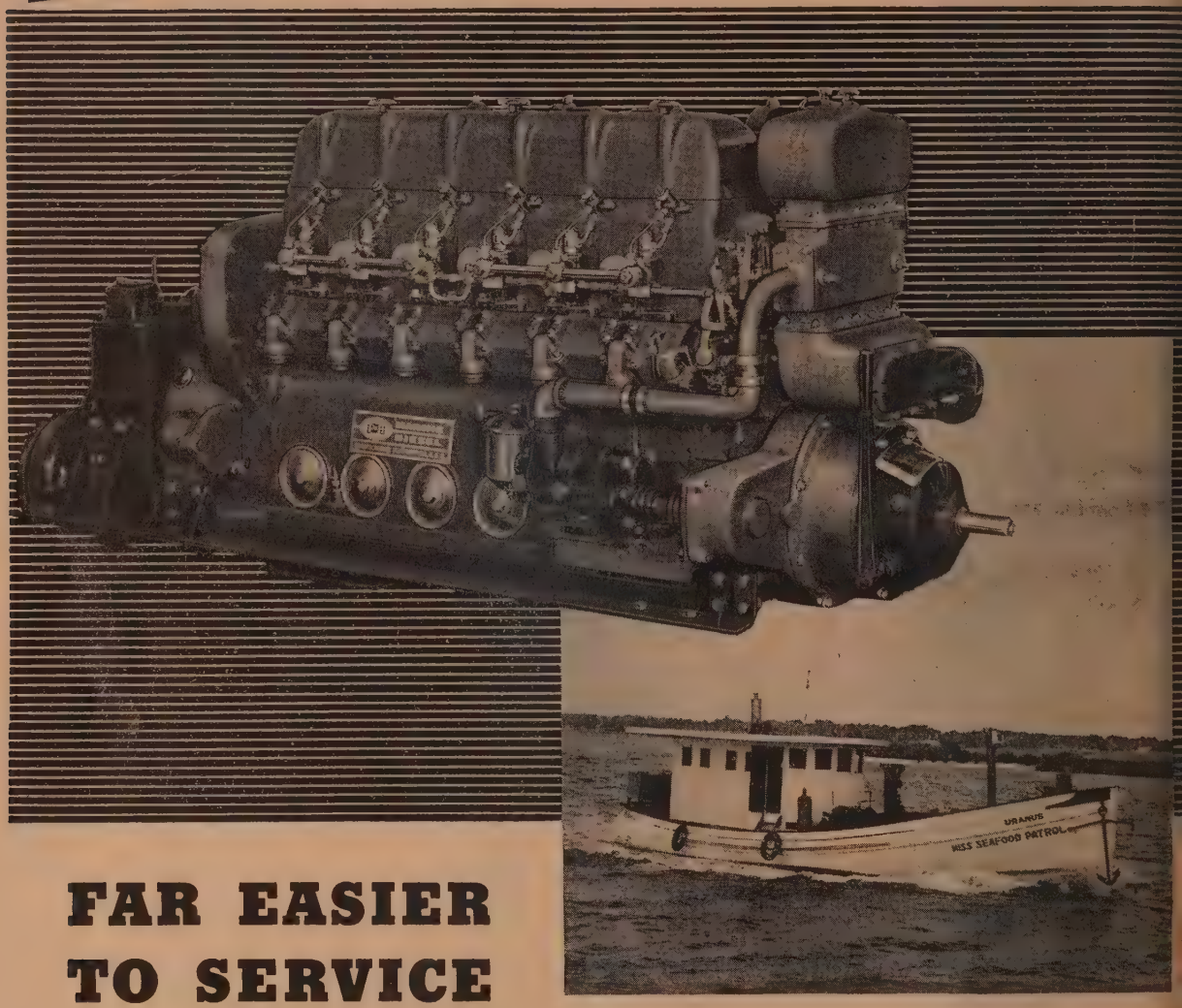

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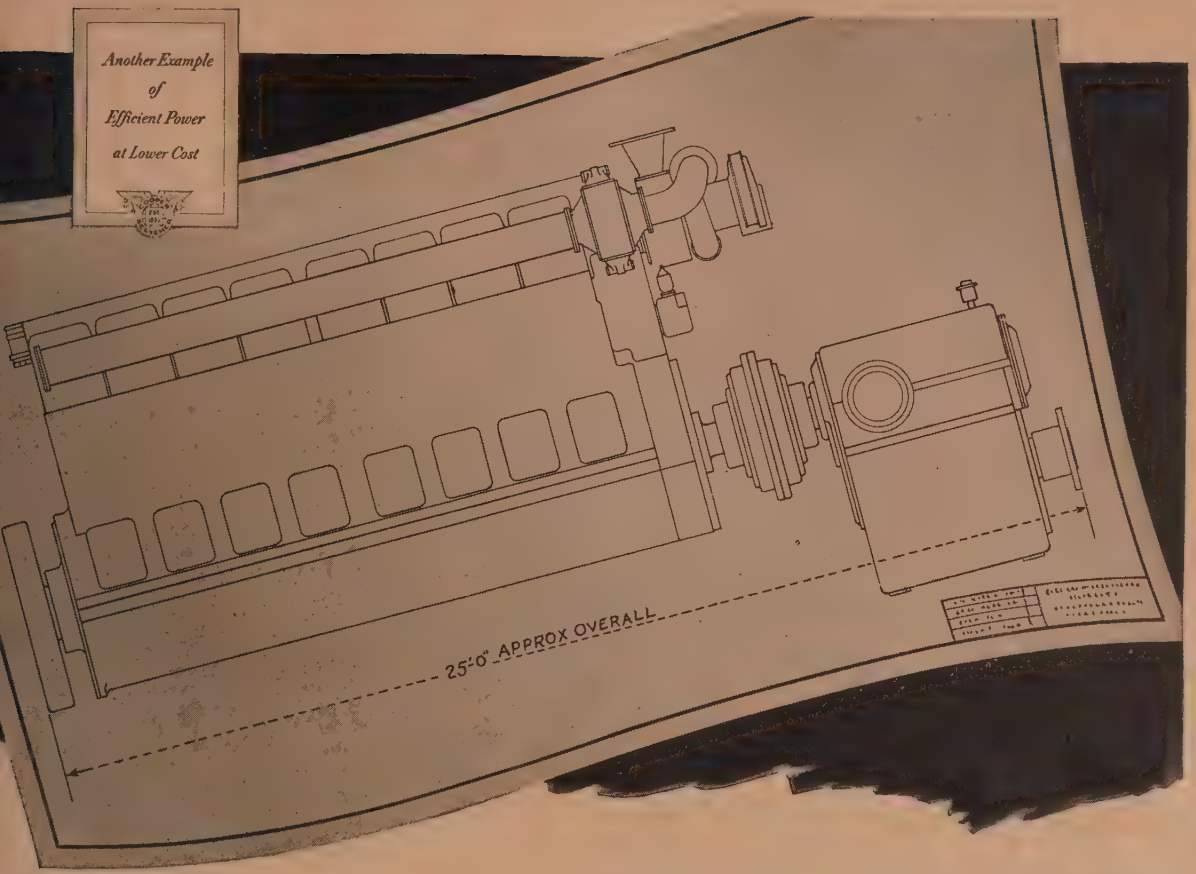

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Now, the supercharged JS is ready to do a bigger and better job than ever. With Cooper-Bessemer aftercooling and reduction gear, the JS is rated 1,450 hp — a conservative rating with the usual provision for overload.

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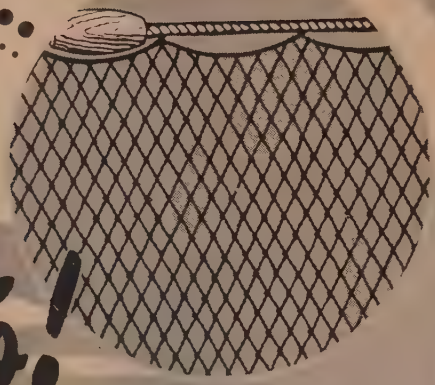

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The Tide of Treaty Opinion

ification of the North Pacific Fishery treaty by the d States Senate is expected this spring, probably diately after ratification of the peace treaty with n.

nada is also counted upon for ratification by those to the situation, although opposition to the treaty ch more vocal in Canada than in the United States, ming essentially from the left-wing United Fisher- and Allied Workers Union of British Columbia.

rly spring questioning of the treaty in Alaska and g fishermen's organizations and in the coastal states ght William C. Herrington, special assistant to the rsecretary of State, and William Neville, new fish- attachee of the United States embassy, Tokyo, to Pacific Coast.

. Herrington's frank discussion of the treaty's pro- ns, its background, why it is as it is, and why it is omething else, apparently reassured those who had d questions, and left the way open for American cation.

Canada, despite the outcry raised by the U.F. and U., it is expected that the Government will ask and ve ready ratification.

ipitate Japanese Action t Prevent Ratification

n in the Pacific fishing industry who are closest to ituation felt at presstime that there was only one lopment which might delay or prevent ratification, nly of the fisheries treaty but possibly of the peace y as well.

is uneasiness stems from the known fact that Japa- interests are readying King crab fishing expeditions ering Sea operations. *Appearance of Japanese fish- essels in the Bering Sea in advance of full ratifica- of the treaty could be expected to arouse such re- tment in this country that ratification might become ssible.*

Public Opinion Crystallizes On Treaty Ratification

In the several months which have passed since the fisheries treaty was drafted in Tokyo and recommended to the three governments, Pacific opinion relative to the treaty seems to have crystallized along these broad lines:

1. Although the treaty is not at all what the industry and the Pacific States generally conceived as necessary to conservation and peace in the Pacific fisheries, it is a forward step, is better than nothing, and should be ratified.

2. At the time it was negotiated, and under the prevailing philosophy of the Department of State, the fisheries treaty is probably the best that could have been secured. As such it deserves ratification.

Some Groups Still Find Fault With Fish Treaty

It should not be understood that there are *no* objections to the treaty, and no voices raised. Thoughtful men in several groups still find some fault with it, although perhaps not enough to oppose its acceptance.

For example, Alaska opinion this spring seemed to favor ratification; and at the same time is insistent that Alaska should be represented among the American commissioners.

The Alaska Fishermen's Union deplored the fact that "there is no strength of enforcement"; and that the treaty gives no protection from Japanese exploitation for such coastal species as sablefish, lingcod, and the numerous bottom fishes taken by means of trawling.

Americans engaged in the King crab fishery of Bering Sea do not hesitate to voice their objection to the failure to include King crab among the fisheries from which the Japanese agree to abstain. Admittedly, the King crab fishery under the treaty will be open to Japanese operations, and will undoubtedly be the first American fishery subject to Japanese re-entry.

A.W.S. Offers—— THREE-PLY OLIVE BRANCH

three-point program for improv- the relationship between the . Fish and Wildlife Service and Alaska salmon canning industry presented by R. F. Shuman, Al- fishery management supervisor, e annual Salmon Cutting March His paper was amplified by a ment from his chief, Clarence le, regional director, which Mr. nan read in Mr. Rhode's absence. iefed to the bone, the three ts were these:

et us (1) pool our information, unite our efforts, (3) attempt to achieve an understanding of each others problems."

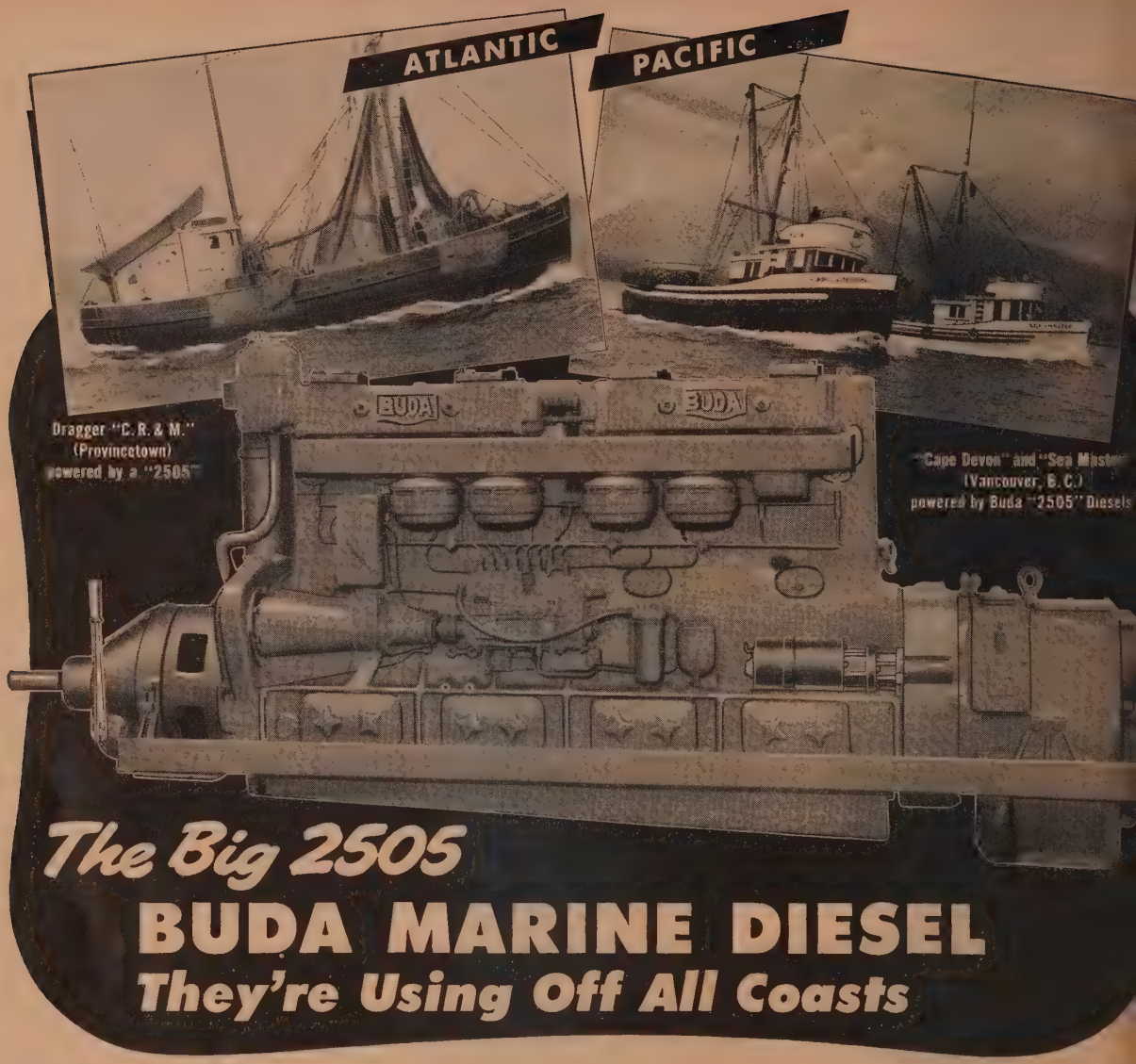
Before holding out the olive branch with these words, Mr. Shuman elaborated extensively the need for fuller comprehending the problems of fishery management and fishery operators, strongly urging that operators generally make it a practice to attend *all* of the hearings on proposals for future regulations.

No More Open Hearings On Season Extensions

One specific thing he announced the Service will not do again:

"We will not hold public meetings for the purpose of discussing the advisability of granting or denying extensions to fishing seasons." He emphasized that this abandonment of discussing seasonal extensions openly did not mean that "we have closed the door to discussions on those matters. On the contrary, we intend to meet with any and all individuals or groups representing any part of the industry."

(Continued on Page 96)



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lines, has
sections,
permit her to
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or stability.

orwegian Double-Ender Stern is Secret f Bristol Bay Gillnetters Conversion

rwegian stern" lines, typical of Norse double-ender, mark the l Bay Packing Company con- n of the sail gillnetter into a rn powerboat.

whole subject of conversion of craft, and the various methods hich the changes are accomplished is an interesting one — and the Bristol Bay Packing Company approach and its results are particularly so.

Analyzing the problem in advance, E. E. Murray, vice president, and F. L. Daly, Jr., superintendent of the company's Pedersen Point cannery, decided the objectives of their conversion program were:

1. *Permanance.* They wanted converted boats which would *last*, which would stand-up under the beating and beaching due to Bristol Bay conditions.

2. *Capability.* They wanted boats

re the men responsible for ristol Bay Packing Co. er conversions, and some e views of the boat. Up- ht, Ed Peterson, who con- the conversion method; L. Daly Jr., superintend- the company's Pedersen annery. Upper left, gives idea of the inboard as- of the craft. The Gray- "Alaska Lugger" is in the lower left. Fishing is shown in the lower with the hydraulic gillnet Note the tiller socket on dder stock; and the ends frames which were cut n building the new stern.

which could be driven efficiently, without the stern drag so often produced by powering a hull built for sail; which would pack a full load of fish; with sufficiently shallow draft to fish the shallow waters of Bristol Bay.

3. *Seaworthiness and Comfort.* They wanted no compromise with safety; and comfort comparable with that of any of the newly built boats.

4. *Pre-fabrication.* They wanted a conversion which could be handled by a trained crew on Bristol Bay, using pre-fabricated parts.

To achieve all this, they adopted a conversion method conceived by Ed Peterson, long-time boss carpenter for various Bristol Bay canneries.

Provision for power, and the more ample sections of the "Norwegian stern," is accomplished in this manner, using a standard sail gillnetter:

The four stern frames and the stern post are cut away and the five bottom planks on each side of the keel removed forward to the bulkhead. A new stern post, shaft log and deadwood are fitted. The four new frames are sawn oak, moulded to the fuller underwater lines of the Norwegian double-ender. New mahogany planking is bent around these frames giving a fair run to the wheel. For further stiffening, a 2-inch keel, tapering to nothing at the forefoot, is bolted to the outside of the old keel. The old centerboard trunk, of course, is removed, as is the forward bulkhead of the original boat. A new bulkhead, installed just abaft the engine, forms the fish locker.

A portion of the engine extends through the cabin bulkhead into the living space, where there are two berths and room for a small stove. The balance of the engine, which extends aft through the cabin bulkhead, is enclosed in a water-tight box. The house bolts on, and is divided horizontally for nesting going North.

A number of boats were converted by the Bristol Bay Packing Company's own crew at the Alaska Terminal Company yard at Houghton this spring. All structural members for a number of additional conversions were pre-fabricated there also and are being shipped North.

The Bristol Bay Packing Company conversions are powered with Graymarine "Alaska Lugger" 4-cylinder engines, straight drive developing 42 h.p. They produce somewhat over an 8-knot speed at full throttle, and only a little less at half throttle. Cliff Mather throttle controls are provided in the fishing cockpit as well as in the cuddy; and a tiller fits into a socket in the rudder stock for handling the boat from the fishing tion.

Equipment also included a Col bia hydraulic power net roller dri by a Vickers hydraulic pump. F capacity is 85 gals., carried in a b head tank separating the net d and the fish locker. This tank as v as the rudder, quadrant, rudder s and net protective basket for wheel were made by Flohr & Metal Fabricators.

Townsend to Argentina

James Townsend, formerly v Wilbur-Ellis Co., San Francisco, before that in the fish processing b ness in British Columbia, has San Francisco for Buenos Aires act as consultant in putting in Argentinian fish processing plant.

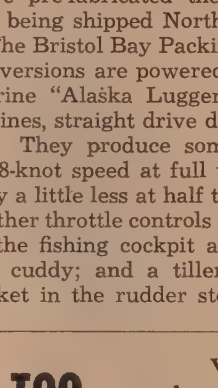
When that task is finished Townsend will go to Capetown, So Africa, where he will act as cons ant for the Fishery Developm Corporation of South Africa, Ltd.

Anchovy Reduction Allow

Enterprise Packers, Monterey, granted a permit by the Fish & Ga Commission to reduce 100 tons anchovies as an experiment, dur the period Feb. 1-July 31, 1952.

MAKE SURE THAT YOU TOO WILL BE ABLE TO SAY:

"Our Danforth Anchor Held!"



We'd like to reprint in full some of the interesti letters we get from Danforth Anchor users, but we c show only a few outlines below. Some letters are from we known skippers like Irving Johnson of the "YANKE some from naval and merchant vessel officers, b most from small boat owners whose Danforths ha held their boats against great odds. They all have t happy ending: "Our Danforth Anchor HELD Make sure that you, too, will be able to say: "O Danforth Anchor HELD." Carry a Danfor Pound for pound, *it holds more than a anchor ever designed.* Send for free literatu

DANFORTH ANCHOR
2153 Allston W
Berkeley 4, C

90 mile wind forced closing of Golden Gate Bridge—but my 12-lb. Danforth Anchor held—prevented my heavy 24-foot cruiser from pounding on the beach.

120 mile hurricane in Florida—nearly all ships dragged except AMC's equipped with Danforth Anchors. *The Danforths held.*

TYPHOON center passed right over LC (L) anchored at Honshu, Japan. Their Danforth *Anchor HELD*... ships using other types were in sorry shape when dawn broke.

84 mile wind in the Gulf of Mexico—1200 HP tug and converted LST rode it out to two Danforth Anchors. Severe wave conditions—*but the Danforths HELD!*

90 mile wind plus record high tide—some boats dragged their moorings—my 12-lb. *Standard Danforth Anchor held* my 23' cabin cruiser through 14 hours of it.

75 knot gales, 20-foot waves, shale bottom; one 500-lb. Danforth Anchor holds 185-ft. PC through Alaskan storms.

80 mile wind in Connecticut ...one dragger did not have an anchor, so TWO sister ships rode to one anchor—*the Danforth HELD!*

ne of these will be a "BEST SELLER"...

make it...

THERE *has* to be a best-selling brand . . . and it might as well be *yours!* Agree??

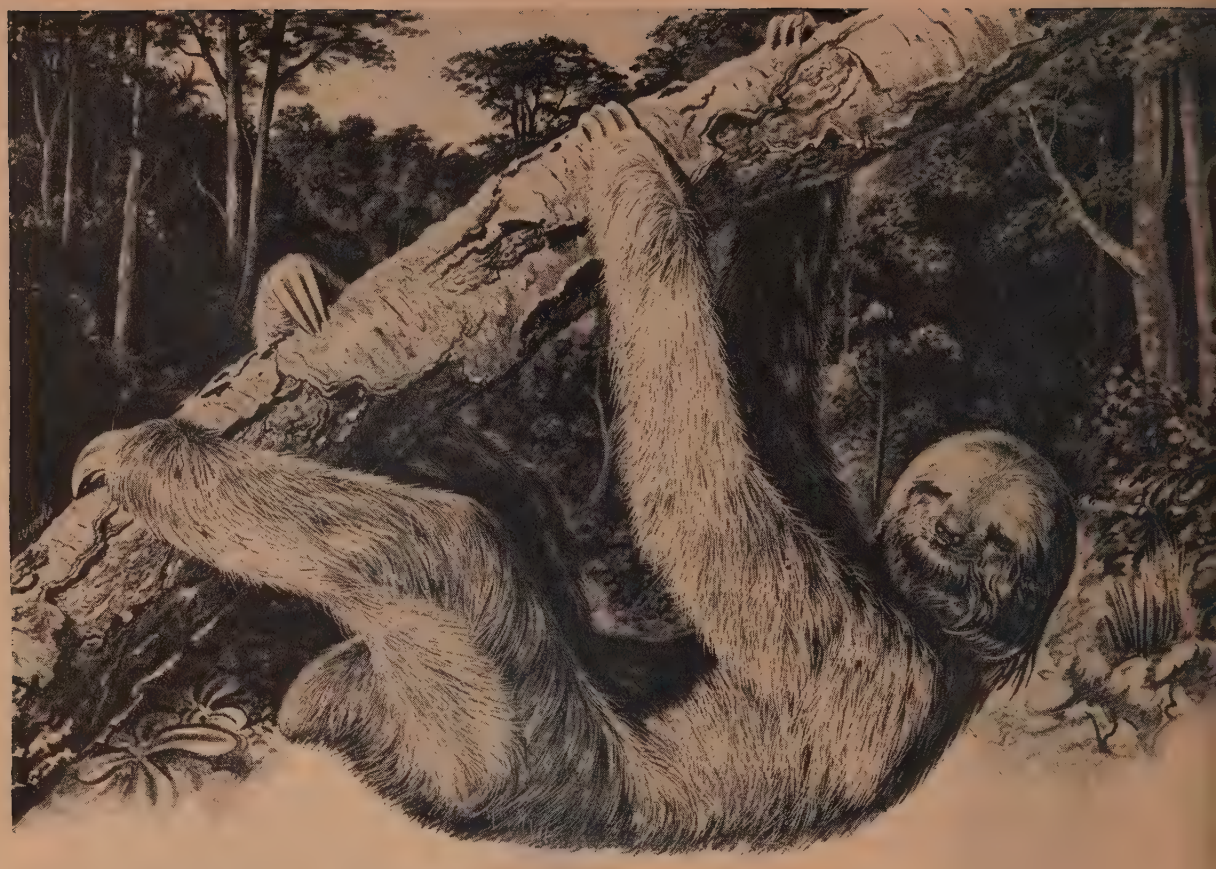
Then you'd better get acquainted with Ac'cent—and *soon!* Ac'cent (pure monosodium glutamate) is the amazing new seasoning that catches—and *holds*—flavor during processing, while flavor's at its peak. Yet it adds no color, aroma or flavor of its own.

There are wonderful *natural* flavors *already in* the foods you process . . . with Ac'cent, you intensify these flavors. *And*, what's *really* important, the flavor-edge your products have over competition gives your salesmen something to talk about! When they cut a can for a customer, they'll have the assurance of not only *fine products* to back them up but products with a flavor-edge that means *repeat sales* for those products.

Find out what we mean by a "*flavor*-edge" . . . test Ac'cent yourself, in your own products. Write today for information. AMINO PRODUCTS Division, International Minerals & Chemical Corp., 20 North Wacker Drive, Chicago 6, Illinois.

Ac'cent® ...makes good food taste better!

PURE MONOSODIUM GLUTAMATE



in WIRE ROPE, too load strain calls for SPECIALIZED muscle

Everything looks upside down to the three-toed sloth. Unique among animals, he prefers to live his life dangling downward from the top branches of tall trees. Helping him to survive in his topsy-turvy world are highly specialized and powerfully developed rear and forelimb muscles.

In wire rope, too, specialized jobs call for the right kind of muscle. Load strain! Bending fatigue! Shock stress! Abrasion! Each calls for wire rope that best combines the required resistance characteristics.

Complete quality control from ore to finished rope; long experience and specialized know-how—these are your assurance that in Wickwire Rope you always get the proper combination of physical properties fo long-lasting, reliable service on your particular job.

For additional information write or phone our nearest sales offic

THE COLORADO FUEL & IRON CORPORATION—Abilene (Tex.) • Denver • Houston • Odessa (Tex.) • Phoenix • Salt Lake City
THE CALIFORNIA WIRE CLOTH CORPORATION—Los Angeles • Oakland • Portland • San Francisco • Seattle • Spokane
WICKWIRE SPENCER STEEL DIVISION—Boston • Buffalo • Chattanooga • Chicago • Detroit • Emlenton (Pa.) • New York • Phil

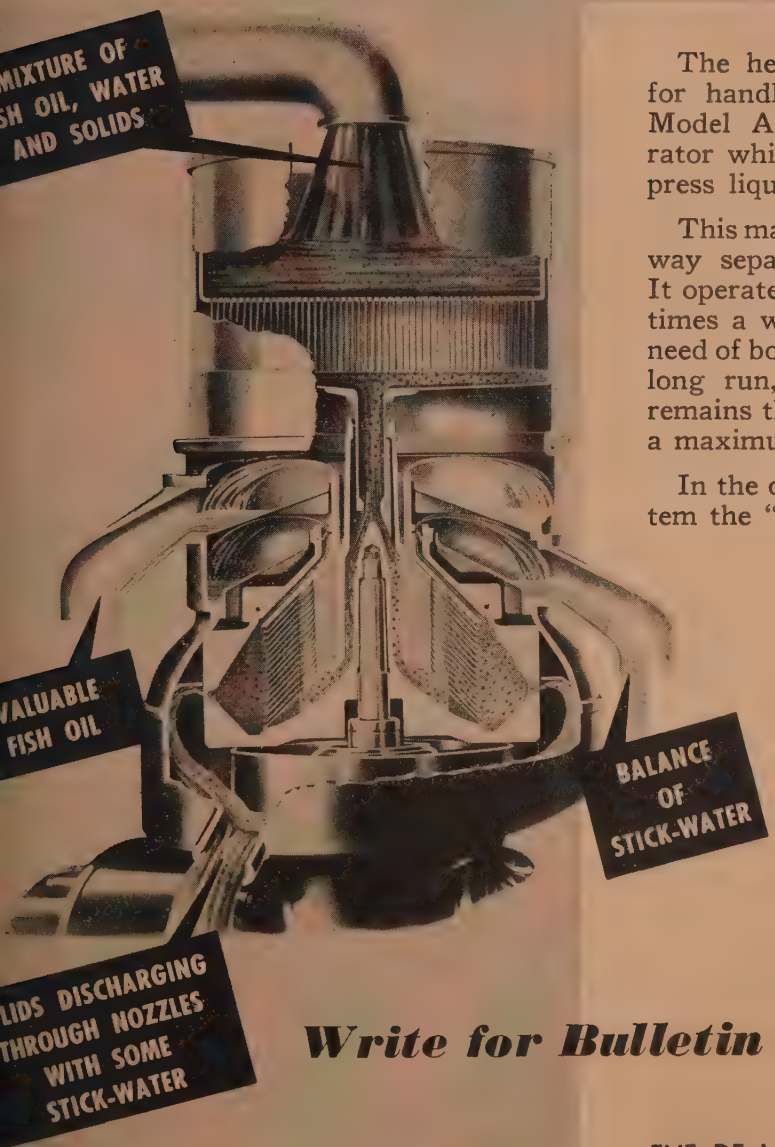
LOOK FOR THE YELLOW TRIANGLE ON THE REEL

WICKWIRE ROPE

CF&I

PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL AND IRON CORPORATION

THE INSIDE STORY OF DE LAVAL'S LONG, PROFITABLE RUNS


MIXTURE OF SH OIL, WATER AND SOLIDS
VALUABLE FISH OIL
BALANCE OF STICK-WATER
LIDS DISCHARGING THROUGH NOZZLES WITH SOME STICK-WATER

The heart of the De Laval System for handling fish press liquor is the Model AC-VO "Nozzle-Matic" Separator which separates the fish oil from press liquor.

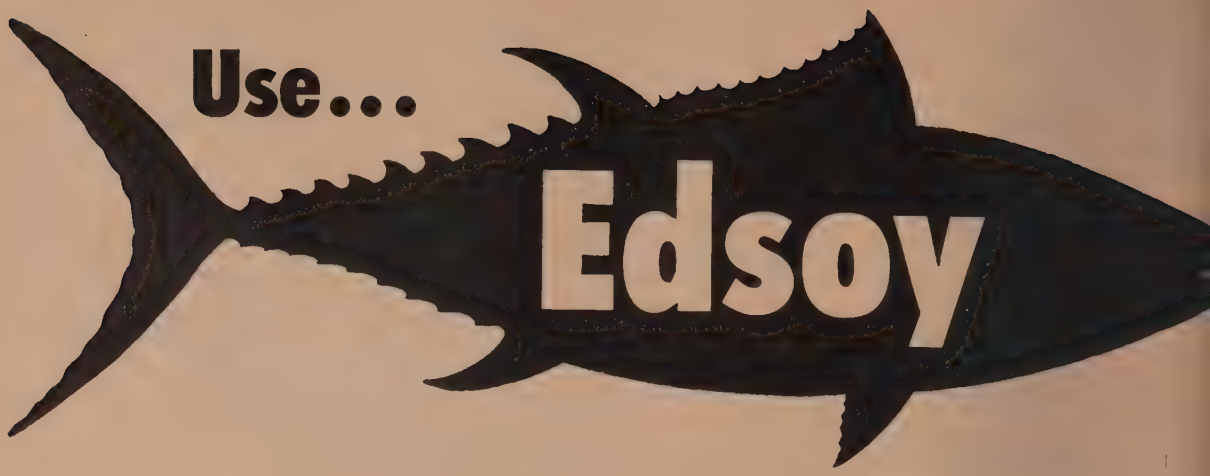
This machine effects continuous three-way separation as shown at the left. It operates for days at a time . . . sometimes a week or more . . . without the need of bowl cleaning. During the entire long run, the efficiency of separation remains the same, thus making possible a maximum recovery of oil.

In the operation of the De Laval System the "Nozzle-Matic" is preceded by a De Laval Meal Recovery Centrifuge for obtaining the fine, high protein meal from the press liquor. It is followed by De Laval Oil Purifiers for dehydrating and purifying the recovered oil. With the De Laval System, increased quantities of higher protein content fish meal can usually be obtained, and the oil will be of lower FFA, lighter color, and maximum stability.

Write for Bulletin FO-1

THE DE LAVAL SEPARATOR COMPANY
Poughkeepsie, New York 427 Randolph St., Chicago 6
DE LAVAL PACIFIC CO., 61 Beale St., San Francisco 5
THE DE LAVAL COMPANY, Limited, Peterborough, Ont.

DE LAVAL FISH OIL SEPARATORS



...the premium quality soybean oil for TUNA packing

YEARS of refining experience have gone into the production of EDSOY... Staley's highly refined, edible soybean oil. Its purity and high quality make it ideal for tuna packing.

Leading tuna packers are "sold" on the advantages of EDSOY. Thoroughly refined, carefully deodorized, it makes a perfect Soybean Salad Oil. Staley's continuous refining process assures the same uniform high quality in every batch. Try it... and you'll never go back to other oils!

A. E. Staley Mfg. Co. • Decatur, Illinois

STALEY

Staley PRODUCTS

Research Pioneers in Products from CORN and SOY BEANS

EDSOY is available from:

D & D Brokerage Co.
819 E. 62nd St., Los Angeles, Cal.
Phone: Adam 37184

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308 Am. Bldg., Seattle, Wash., Phone: Main 2
274 S.W. 4th, Portland, Ore., Phone: Fillmore 4

OOD FISH
ARKETING

News and Views of National Trade in Fish and Shellfish

on of PACIFIC FISHERMAN--

--April, 1952

ast Stocks of Unsold Pinks und Anything But Onerous

rest in salmon marketing cir- ring Lent centered in large de- n the amount of tall Pinks re- g in first hands—the stock on the country would have to de- or its staple salmon supply for xt five months.

several weeks, running up to Lent, there had been privately ned reports which most factors primary market considered ous and destructive. These re- contended that the quantity of Pinks on the Pacific ubstantially greater than the had been led to believe.

eful studies of the situation made by responsible persons, different methods of canvas- he situation. Results of two e examinations have been pub- One researcher found unsold of tall Pinks on the Pacific *"close to 350,000 cases."* An- reported "there are *less than* cases of tall Pinks unsold on ast—20% of the 1951 pack." er studies confirmed these find- losely, even *indicated some- smaller stocks than estimated*

presstime open offerings of at $20 seemed to have disap- . There were perhaps "adver- allowances" and such conces- o be had in some quarters, but arming outlook for 1952 from oor standpoint served to firm- e feeling of the packers with t to their inventories.

one now can say with any as- e whatsoever that salmon vill be less this year. As a mat- fact, Labor's demands at press- eft real doubt if there could be ng like full operation. It is oo early to prophesy disaster, rtainly the outlook is far from or a *large* pack—and only such , with its resultant lower unit could produce lower prices— large pack, or economic dis-

ughtful elements in the salmon industry deplore the necessity for high prices, and recognize their different effect upon demand and the popularity of the product, particularly in the face of today's active competition from other canned fish.

Today's pricing, however, is based on *cost* rather than on *competition.*

To which the trade replies: *"Your costs already curtail your market. If they rise, you will be non-competitive."*

Southern California Canned Fish Prices

Quoted f.o.b. Pacific terminals at presstime.

TUNA

Advertised Brands:

White Meat, Fancy	$16.00
White Meat, C&F	$14.00
Light Meat, Fancy	$14.75
Light Meat, C&F	$13.00
Light Meat, Grated	$11.00

Private Label:

White Meat, Fancy	$13.00 to $14.50
Light Meat, Fancy	$13.50
Light Meat, C&F	$11.00 to $11.50
Light Meat, Grated	$10.00 to $10.50

MACKEREL

Pacific, talls/nat., 48	$7.40
Jack, talls/nat., 48	$6.75

Spring Tuna Trade Cuts Deeply Into Stocks As Price Moves Up

Canned tuna was fast becoming a scarce item as March progressed. Packers in Southern California couldn't figure more than 1,000,000 cases in first hands or spot stocks across the country, and prospects for replacements from raw material were anything but bright.

Packers were launched on great advertising campaigns and in this were being assisted by tie-in campaigns with other nationally-advertised food products.

Outstanding among these was an industry-wide campaign with Blue Label Green Bean Growers Association, Can Manufacturers Institute, U. S. Steel and 14 Macaroni manufacturers associations, in cooperation with the California Fish Canners Association and American Tunaboat Association.

Large sums were given toward a program in color in national magazines tieing-in canned tuna with macaroni dishes. Another tie-in was with Pet milk, and others were planned. West Coast packers themselves, particularly Van Camp, French Sardine and Westgate-Sun Harbor were launched on expensive campaigns of advertising and sales promotion.

With Light Meat, Fancy, advanced to $14.75, case of 48s, and other grades accordingly, the West Coast industry was back in the profit column again. Imports of raw fish from Japan and Peru were not large in January or February, although tuna in brine from Japan was building up. It was estimated that for January the Japanese sent in around 50,000 cases of in-brine tuna; Peru better than 25,000 of in-oil bonito.

In February, Peru sent up 269 tons, raw Yellowfin; six tons, Skipjack. Japanese shipped 505 tons, Albacore. It was estimated West Coast packers had contracted for around 1,000 tons, but were stopped after that because Japanese packers were bidding the raw Albacore too high, to put it in-brine.

In January Albacore from Japan could be laid down at a west coast port for around $340; by March 1, this had climbed to about $420 laid down—too high. Japanese in-brine canned tuna was being offered at $8.50, solid, pack, 48s.

Elsewhere are printed the raw tuna figures for the domestic fleets and prediction of the industry position by June 1. On March 15 reports from the southern fleets were dismal; tuna fishermen were having great difficulty finding biting tuna schools, from Mexico to Peru.

Canadians Develop U.S. Frozen Market With Quality Products

High costs of production, reflected in increased prices to the consumer, dollar shortages overseas, tariffs and other complications have sharply narrowed the export channels for British Columbia fish and fish products; but the industry hopes that modern merchandising and product improvement through advanced processing will successfully meet the problem.

Summarized, that is the story given to the Natural Resources Conference of British Columbia at Victoria recently by Norman Hyland, director and general sales manager, B. C. Packers, Ltd.

Expansion of truck transportation in the U. S. has enabled the British Columbia fishing industry to develop the west coast markets, especially California, to an important degree in recent years, he reported.

Fully refrigerated trailer trucks can now deliver British Columbia frozen fish and fillets direct to Los Angeles fish distributors within 36 hours after leaving the processing plants.

For all practical purposes, he continued, the only export market for B. C.'s fresh and frozen fishery products is the U.S., where the tariffs are nominal ranging from ½ cent a pound to 2½ cents. Halibut was the important item in this category. While Canadian fishermen take 33% of the total quota, only 50% of their catch is sold in Canada, emphasizing the importance of an export market of the magnitude of the U.S. to the halibut fishermen of Canada's west coast.

Other exports to the U. S. included Spring, Coho and Chum salmon in headless form; bottom fish, sole and cod, which were filleted at modern shore stations, packaged in cartons and shipped to the U.S.; also edible oil and meal products.

"British Columbia contributes close to 40% of the market value of Canada's fish production," concluded Mr. Hyland. "The province's dominant position in fisheries is the direct result of the export demand which has existed for its various products and of the effort which has been made by producers to satisfy that demand in volume, quality, package requirements and competitive prices."

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

San Francisco Market

Prices openly quoted at presstime, f.o.b. Pacific terminals.

SARDINES—
1-lb. ovals, tomato $9.25
HERRING—
1-lb. oval, tomato 7.50
5-oz. tomato, 100s 7.50
ANCHOVIES—(subject to pack)
1-lb. ovals, tomato 8.50
5-oz. tomato, 100s 7.75
5-oz. natural, 100s 7.25

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7525 TWX: NY 1-625

Sardine Market Interest Keen; Activity Dull

Although there was interest in California canned sardine mar there was little activity last mo according to observers.

Sardines, oval cans, tomato sau were being quoted at $9.25.

Some herring was packed dur February in San Francisco and Monterey Bay, and it was be quoted at $7.50 for ovals in tom sauce, $7.50 for 5-oz. in tomato sau and $7.50 for 5-oz. natural.

There was talk of an anchovy p in Monterey but as *Pacific Fish man* went to press no fish had b received. Prices subject to pack w being quoted at $8.50 for ovals, mato sauce; $7.75 for 5-oz. in tom sauce; and $7.25 for 5-oz. natural.

No licenses were being obtai for the export of squid, and t market was inactive. It was quo at $4.75.

Stamm-Schulman Forms Latin-America Buying Fir

Western Hemisphere Corporati a Florida organization, was recen formed under the sponsorship Stamm-Schulman Co., Chicago. will handle all purchases of fish, products and shrimp below the in national borders for distribution the U.S. by Stamm-Schulman.

This season Stamm-Schulman handling distribution in this cou of the production of the recen built shrimp freezer of Congelad de Mazatlan, S.A., whose brands "Ocean Blue," "Sea Green," "Pe Grey," "Foam White" and "Th Islands." Stamm-Schulman Co. has its own brand for the 5-lb. la pack Mexican Pacific shrimp, "F Froze."

C. F. BUELOW
COMPANY
INC.
Distributors
Alaska and
Puget Sound
Canned
Salmon
Crab Meat
and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

ATTLE MARKET

s openly quoted at presstime, f.o.b. terminals.

ON

Red, 1s, tall	$32.00
Red, ½s	18.00
King, 1s, tall	26.00
s, tall	$25-23
1s, tall	21.00
1s, tall	17.50
½s	10.00
Sockeye, ½s, hf.	20.00
MEAT	
ness, 48s	26.50
ness, 24s	13.35

ard David Leaves Duties in Korea

ard David, who as head of the ar interests at Monterey and Columbia River has been one best-known men in the Pacific es, flew in March for the Far as a commodity industry spe- with the Overseas Affairs h of the U. S. government. will be a fishing industry spe- in Korea and Japan, serving chnical consultant and special- analyzing cost and efficiency of ction.

tour of duty will be for one

★
CANNED SALMON
A Dependable Source
Particularly Buyers Labels
★
AVIN BROS INC.
LMAN BLDG. SEATTLE 4.
ED SALMON, TUNA, CRABMEAT

Officers of the recently formed Paul Stamm & Company, with offices at 205 West Wacker Drive, Chicago. The firm has extensive distribution of many kinds of fish and seafood throughout the United States, as well as vegetable-packing operations. At Brownsville, Texas, there is a shrimp plant under the management of W. T. Kirnan. The company distributes such Pacific Coast staples as salmon and halibut from the northwest. In this picture, the firm's president, Paul Stamm, is seated. He began in the business in 1927. Extreme right is his brother, Fred Stamm. The other two, left to right, are: Frank Friedman and Mort Getzov.

Wafico Gets SeaPak Line for West Coast

Washington Fish & Oyster Co. of California, with headquarters in San Francisco has been appointed distributor for Washington, Oregon, and northern California of the SeaPak line of frozen sea foods, according to Al Levy, manager of the company.

The SeaPak line produced by Sea-Pak Corp., St. Simon's Island, Ga., consists of 10-oz. breaded scallops, 10-oz. breaded "shrimp in a jacket"; 5½-oz. "Shrimp Ahoy" cooked and peeled shrimps; 3½ and 6-oz. shrimp cocktails.

For Institutional use SeaPak produces Aero Foods breaded shrimp, 3-lb.; and Aero Foods breaded scallops in 4-lb. packages, and PDQ brand raw peeled shrimp, which Washington Fish & Oyster Co. will distribute.

"A NEW HIGH IN QUALITY"
FANCY SOLID PACK
Nielsen's
TUNA
CALIFORNIA TUNA CANNING CO.
P.O. BOX 13074, SAN DIEGO 13, CALIF.
EARL M. NIELSEN, PRESIDENT

UALITY CANNED SALMON FAMILY
ER ONE LABEL—FOR EASIER MERCHANDISING
. . . the label backed by ADVERTISING and a planned PROMOTION
WHITNEY'S ALASKA RED SOCKEYE SALMON
WHITNEY'S MEDIUM RED SALMON
WHITNEY'S PINK SALMON
WHITNEY'S SALMON
TNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

Sardine Pack Low; Prices Firm

The Southern California sardine season produced only 101,356 tons, against the 1950-51 season of 262,000 tons. Of the total, 96,114 tons were used for canning; 821 tons on straight reduction permits and 4,421 tons for pet food, etc. Meal produced was 10,701 tons; oil, 1,075,913 gals.

Case pack for Southern California, of 1,867,937 cases equivalent to 1 lb. cans was: Ovals, 48s, 772,725 cases; Talls, 48s, 757,769; 8 oz. buffet, 96s, 21,404; 8 oz. oblong, 48s, 37,895; 5 oz. round, 100s, 308,911; misc., 48s, 29,-276 cases.

California state figures were: Tons, 126,541; Meal, 12,950 tons; oil, 1,408,992 gals. In lb. equivalents, the total pack of 2,367,821 was divided: Ovals, 1,117,541; Talls, 823,163; 8 oz. buffet, 24,189; 8 oz. oblong, 51,192; 5 oz. round, 398,029 and misc., 32,187 cases.

With such a short season, there were no "bargains" to be picked up in the sardine trade last month. Those who had stocks left were holding them for distribution to regular trade until next season begins. Exporters were having a hard time getting any orders filled. Quotations, f.o.b. cannery were generally: Ovals, $8.75 to $9.25; Talls, $6.25 to $6.75.

Closed Shrimp Season Cuts Mexican Shipments

Shrimp boats weren't coming into Mexican Pacific ports north of Tepec, Nayarit, March 7 to April 6, the Mexican government having declared a closing spawning season for that period. Closed to shrimp receipts were ports of Sonora and Sinaloa. Trawling was resumed after that period of inactivity.

Deliveries since the beginning of the new year had dropped steadily. January imports through Arizona and California were 2,795,742 lbs., against 2,914,903 lbs. the previous January, February of 1951 registered 2,606,164 lbs. and to February 22 this year imports were 1,352,451 lbs.

While there was little in cold storage below the international border, it was hardly likely a radical shortage would occur. On March 1 there was an estimated 3,000,000 lbs. in Southern California cold storage.

Prices were high as the enforced idleness started. Under-12 was quoted at 90¢, layer pack, premium brands; Under-15, 85¢. 16-20, 80¢; 21-25, 70¢; 26-30, 60¢; 31-42, 53¢; and 43-65 at 45¢ per lb. With tax day gone, demand for shrimp was brisk on the west coast. Little was being shipped east.

Six new trawlers arrived at Congeladora de Mazatlan, S.A., Mazatlan in February, these built in a Nova Scotia yard, and making a 5,500-mile trip to their home port. This plant, recently put into operation, has a shrimp-freezing capacity of 30,000 lbs. daily, and cold storage for 160,-000 lbs.

Hector Ferreira, head of Pesquera E Industrializadora de Guaymas, S.A. was reported last month as having leased his freezer ship, *El Guaymense* to Refrigeradora del Noroeste, S. A. Mazatlan for operations at Salina Cruz.

Crab Meat is Frozen In Can, in Carton

Crab meat frozen in a vac sealed can, and the can itself pa in a lithographed carton for chandising through frozen food lets, is being offered this season der its "Tokeland" brand by N Crab & Oyster Co., Tokeland, W

The can contains 4 oz. of pi crab meat. It is packed for sale yellow, red and blue carton m factured by Fibreboard Prod Inc.

Durand Hart Moves

Durand Hart & Co., food dist tors, have moved into new and spacious quarters at 576 Sacram st., San Francisco. The telepho GArfield 1-6561.

Among the sea food lines han by the company are Dehn & Co. mon; Southern California Fish tuna, mackerel, and sardines; Products Co., New Orleans, ca shrimp and oysters; Seaboard F ing Co., Lubec, Me., Maine sard

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.

Quality
Pink Salmon

KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Loaded with 4,000 Red S
mon, Nakat's new Bris
Bay gillnetters will look li
this. The 32' double-en
built for Nakeen was sa
bag ballasted to give he
load equivalent to 4,0
Reds when this picture w
taken. The Nakat boats
built by Maritime Sh
yards, Seattle, and are
lieved to be the o
double-enders among
new craft built for Bris
Bay operations. They
Chrysler-powered.

Double-Ender Design Marks Nakat's New Bristol Boats

Among the fast-growing fleet of Bristol Bay gillnetters the 20 boats now under construction at Maritime Shipyards for Nakat Packing Corporation are unusual in that they are double-enders.

Of the hundreds of new boats built for the Bristol Bay area, these are virtually the only *new* boats of this type. All others are transom stern, although some of the 1952 models are drawn finer than earlier boats built for this fishery.

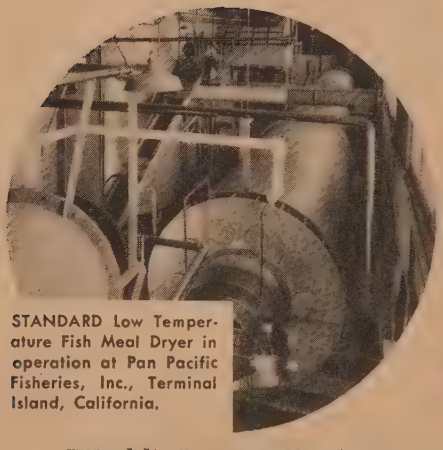
The Maritime boats, designed by Ed Monk and Lorne Garden, are 32'x 10'4" and are built for the rugged conditions encountered on Bristol Bay. The small houses are removable for easy winter storage and transport. Forward are two bunks, sink, fresh water tank and table.

The power plant is a Chrysler Crown with a 2 to 1 reduction ge
For operating the boat two cont
stations have been set up. One,
course, is in the wheel house, wh
a Mathers remote control hand
the throttle, and a sliding bar op
ating from either station works
reverse gear lever. At the after s
tion in the stern another Math
unit and the sliding bar oper
clutch and throttle.

Under exhaustive tests the Ma
time yard loaded the boat with sa
bags to simulate the weight of f
caught and the tests showed t
with a load of 4000 fish the new cr

Perfected **Low Temperature Dryin of Fish Meal**

ANOTHER STANDARD FIRST



STANDARD Low Temperature Fish Meal Dryer in operation at Pan Pacific Fisheries, Inc., Terminal Island, California.

A new and more efficient method of drying fish meal! As you might expect, it
Standard development. For Standard has maintained its position of leadership in the fish processing industry for nearly half a century by consistently being first with the latest.

2% PROTEIN GAIN — 2½% MEAL GAIN

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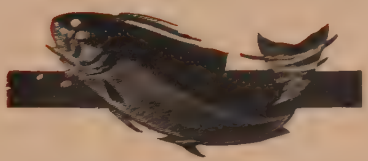

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handle well, ran without excessive wake and had ample freeboard. The good flare on the bow is said to provide extra bouyancy for operation in rough water.

The Clatskanie power gillnet roller will be mounted permanently across the stern in all boats. The propeller and rudder are completely enclosed in a metal basket to insure that the net will not foul while hauling.

Of prime consideration are the reasons why boats are double-enders and the roller is mounted squarely across the stern. Basically it is felt by Nakat experts that a straight haul over the stern imposes less strain on the net. Hauling in this manner more or less insures that the boat will lay-to in line with the net in any kind of weather, and that the boat can swing through a much greater arc before it becomes necessary to move. One man expressed the thought that by hauling over the stern it made little difference whether or not the boat was rolling, as no extra strain would be put on net or boat as the web came in over the power unit.

Fishermen have used the double-enders under sail for years and it will be worth while seeing whether or not the same principle applied to power operation will work as well.

Tuna Tariff Topic Lags

The political pot on tuna tariffs, which had been furiously boiling at Washington, D.C., a month or so ago when 50 representatives of the West Coast tuna industry were there, had cooled to a simmer by presstime. No word was forthcoming from the Tariff Commission on proposed changes of Paragraph 718 (a), Tariff Act of 1930, relating to bonito, canned in oil or brine; or (b) tuna packed in brine.

The Senate Finance Committee had failed to come out with a decision on the Camp bill HR 5693, imposing a 3¢ per lb. duty on imports of raw tuna, effective for one year. When this issue went to press, the west coast industry was impatiently waiting word from Senator George's committee.

The general opinion in Southern California was that the bill would be reported out of committee with a couple of amendments tacked on, which would send it back to an uncertain fate in the House (which passed the bill just prior to adjournment last October.)

At the Senate hearings the State Department — which possibly needs to keep itself unhampered to sign a trade agreement with Japan after ratification of the Peace Treaty, and in which tuna is sure to be an item—had suggested a quota of 25,000,000 lbs. to be admitted free, before imposition of the 3¢ per lb. duty, which would water it down more than somewhat.

Last of the Southern California representatives and leader of the industry "movement on Washington," Harold F. Cary, general manager, American Tunaboat Association, returned to San Diego in early March.

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POWER . . . 130 H.P. at the wheel

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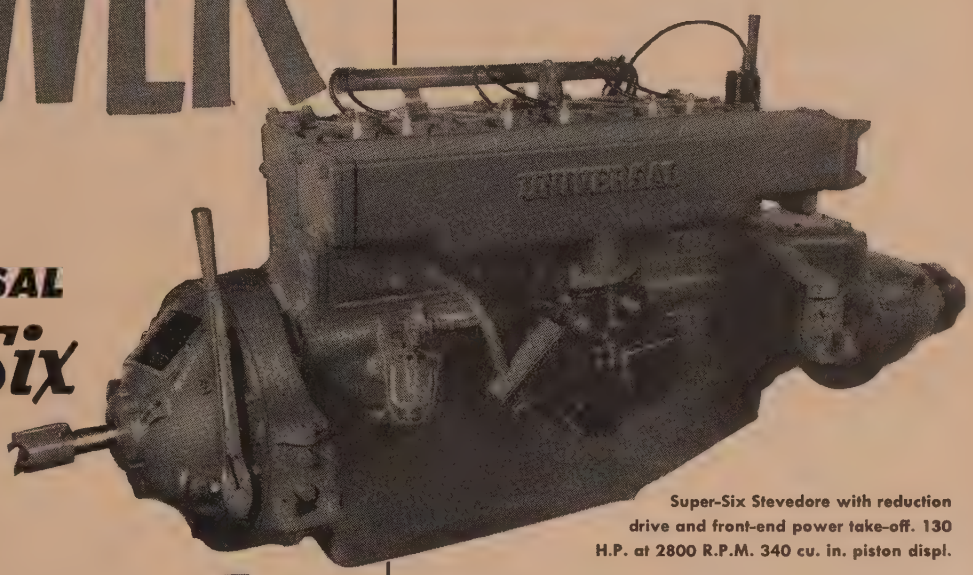

Super-Six Stevedore with reduction drive and front-end power take-off. 130 H.P. at 2800 R.P.M. 340 cu. in. piston displ.

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Smoothness ...to idle all day at 400 R.P.M.

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- Available with front-end power take-off.
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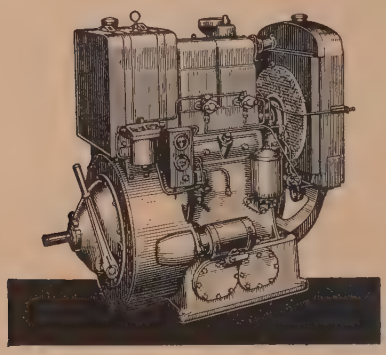

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Federal Salmon Research Program Gets Overhauling

Sweeping revision of the Federal program for salmon biological research on the Pacific was unveiled this spring with the announcement that the California, Pacific Northwest and Alaska investigations would be consolidated under Clinton E. Atkinson — and that a committee would be set up to act in an advisory capacity. It is proposed that this committee include both scientific and industry representatives.

Mr. Atkinson visited the Pacific Coast in February with Ralph Stilliman, his immediate chief, and conferred widely with the industry. Objectives of his program are:

1. Research which will be of direct benefit to the national economy through helping industry to utilize the salmon resources most efficiently, on a sustained yield basis.

2. Research which will produce solid contribution to basic science in the field of Pacific fisheries biology.

3. Research productive of the facts on which to base regulation of the fishery.

Although not so stated in the official releases, it is evident that consideration of public relations as well as biology are involved in the revised program and the selection of Mr. Atkinson to head it.

For the 1952 season at least, there will be no change in the conce tion of the Fish and Wildlife Se research on the Pink salmon fis of Southeast Alaska. Mr. Atki expects to spend a good deal of in the field in Alaska this summ and to base his planning for th ture on direct personal findings.

Mr. Atkinson will be respon directly to the heads of the rese division of the Service in Was ton. His headquarters will be a Service laboratory in Seattle, a will be assisted by Clifford J. Bu Alaska herring research will b der Mr. Atkinson's supervision.

Mr. Atkinson was graduated the School of Fisheries of the U sity of Washington in 1937, and 10 years with the staff of the P International Salmon Fisheries mission on the Fraser River pro where he rose to the position o ior scientist. After joining the eral service, Mr. Atkinson wa signed to the Middle Atlantic and for some years has been in c of the laboratory at Beaufort, being particularly concerned wi search programs on shad and At salmon.

He is succeeded at Beaufort b other West Coaster, G. B. Talb Tacoma, who was graduated fro School of Fisheries in 1944.

Vitamin Liver Landings Good Despite Low Price

Substantial landings of vitamin livers were made throughout the winter, and the opening of spring fishing — particularly the halibut season — will undoubtedly see substantial further increase in volume, according to Kir Jones, "outside man" for Washington Laboratories, Seattle.

He said the Laboratories have been getting more livers in recent months than for some time past, but even at that the demand for oil exceeds the supply. Prices are relatively low, that's true; and the cause in traceable essentially to the synthetic Vitamin A, plus foreign imports.

High potency natural oil commands the same price as synthetic Vitamin A. Japanese production recently has been "off," or at least the import volume has slackened.

Washington Laboratories will be buying actively at numerous points along the coast this season, particularly in Alaska.

George E. Paulsen, Can Sales Veteran, Passes

George Edwin Paulsen, 6 many years a member of the A can Can Co.'s Seattle sales org tion, died in Seattle Feb. 25 a brief illness.

Through his long service wit container manufacturing firm Paulsen built up a wide circ friends in the fish and shellfish i tries.

He joined the American Ca in Portland in 1906, and in 191 transferred to Seattle as chief He joined the sales staff in S three years later.

Mr. Paulsen's father had bee ployed by the American Can Co his son, Bloyce C. Paulsen, re became assistant manager of the pany's Northern California D Sales Office. Two brothers, He L. Paulsen and Warner J. Pa also are employed by the firms ment division in the Northwes

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It's always real economy to buy the best
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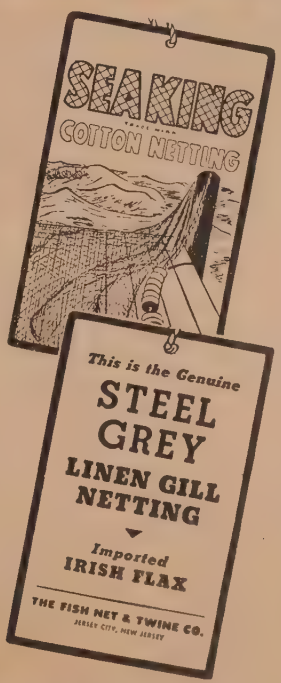

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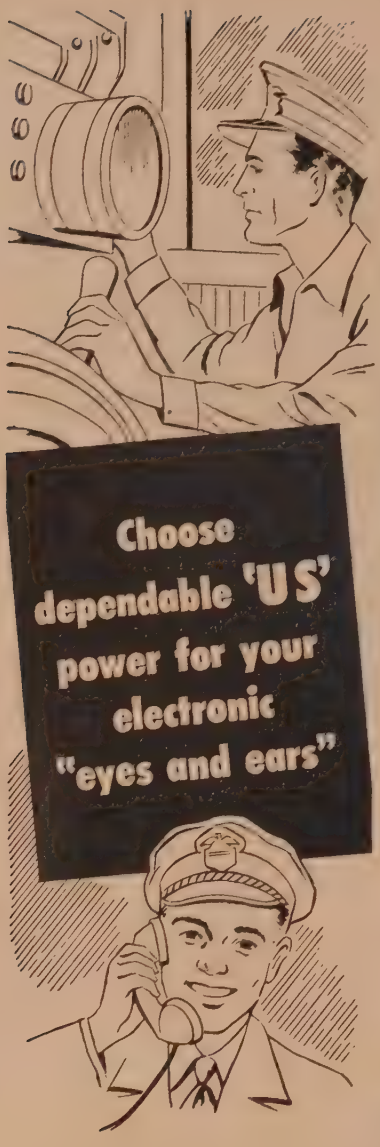

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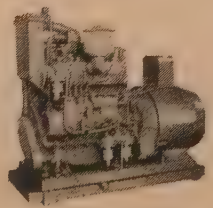

THREE-PLY OLIVE BRANCH

(Continued from Page 77)

Pooling of Science Sought

Outlining the Service's new plan for Alaska biological research consolidated with all Pacific salmon research, and independent of the Alaska Regional Office, Mr. Shuman made a plain bid for pooling of scientific information and its application to regulatory problems, saying: "Before the 1953 regulations are presented to the Secretary for his signature, there will be a meeting between the Fish and Wildlife Service management and biological staffs to study and discuss proposed changes. It is our hope and intention that the biological staffs of the Fisheries Research Institute and the Alaska Department of Fisheries will meet with us and participate in the studies."

Among the numerous interesting statements in Mr. Shuman's paper was that as to the limitations of Alaska fishery law: "We often are hampered by a lack of authority to impose proper regulations or establish policies which plainly would be effective. We must continue to operate under the authority of Congressional acts which have become archaic."

Escapement By Number, Plus Factor of Safety

Reflecting the thinking that spawning escapements can be measured and evaluated in numbers alone, Mr. Shuman said:

"The progressive depletion of past years seems evidence that escapements have not been large enough. We recognize that, given optimum hatching and growing conditions, very good or large returns may be obtained from small escapements. . . . We believe we should be working always with a safety factor included; that we should obtain escapements which will produce satisfactory returns even though hatching and survival conditions prove to be adverse. . . . We have this one goal in mind—to obtain escapements which do not require optimum conditions to insure the continuance of the resource at economically productive levels."

In his statement which was read as a prelude to Mr. Shuman's paper, Mr. Rhode said the Service operates "squarely in the middle of a 'gear fight'," putting it thus:

"This is a critical time in the fishing *industry;* and that last word includes a lot of people. You in the *can* business, the *distributing* business, the *machinery* and *boat building* business, transportation, advert and all these related fields are as much a part of and depende the success of the fisheries a *fishermen* and the *packers.* I Territory of Alaska there is person who is not vitally affecte the rise and fall of the fishery.

"We do not take our portio this responsibility lightly. . . . W squarely in the middle of a *gear* where our every move is criti viewed by and through the ey the owners or operators of ce types of gear. More often than our actions or decisions are bit attacked on the basis of alleged erence to one form of gear ove other, rather than to any basic servation principle. You are fam with the continuous battle of vs. *purse seines; gillnets* vs. *trol fixed gear* vs. *mobile gear; ou* vs. *inside* waters; *resident* vs. *resident; floaters* vs. *shore plant*

He concluded saying: "*Bette lations* will mean *better manage* of the fisheries."

P. H. McCue's "Boys" Ho His 81st Birthday

Following a custom of years men active in the salmon busi who served under P. H. McCu the old Northwestern Fisheries honored their old boss at a birt luncheon at the Arctic Club, Sea early in March.

The luncheon as always is t close to Mr. McCue's birthday, this one was No. 81.

"McCue's Boys" who gathere the luncheon included: Oscar E seth and Ed Rogge, New Engl Fish Co.; George Elsner, Penin Packers; Fred Gepner, Parks ning Co.; Herbert Dominici, Point Canning Co.; Carl Frede General Fish Co.; Guy Wilson, ney & Co.; Eric Fribrock, Snug bor Packing Co.; Oscar Larson, daburg Cooperative Association; Anderson, Seattle Marine & Fis Supply Co.; Harry Low, P. E. H Co.

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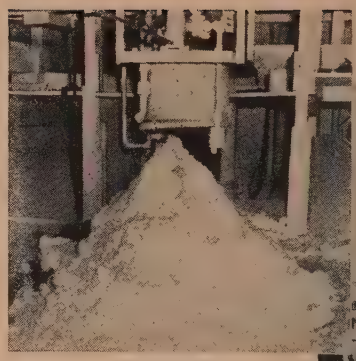

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Ammonia and Freon Compressors • PakIcers • Evaporative and Shell &
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ohn L. Kask Named W.S. Assistant Director

ohn L. Kask succeeded Milton es as assistant director of the ish and Wildlife Service April is widely known in the field of research and administration, served both the halibut and ve commissions, as well as and the F.A.O.

ative of Canada, he was grad- from the University of British bia and received his doctor's from the University of Wash- . He was on the scientific staff International Fisheries Com- n for eight years, and followed ef, Dr. W. F. Thompson, to the ational Pacific Salmon Fisher- mmission, which he served five

r service with the California my of Sciences, he was in service in Japan and associ- with the fisheries section of for two years, before joining A.O. of the United Nations. sequently he became assistant r of the Pacific Oceanic Fish- Investigation of the Fish and e Service, being transferred ly to Washington as chief of A.W.S. Office of Foreign Activi-

tone Fisheries Sold

of the stock of Keystone Fish- Inc., Pier 92, San Francisco, en purchased by a group of San fruit and vegetable canners d by J. F. Matalone and Martin ice.

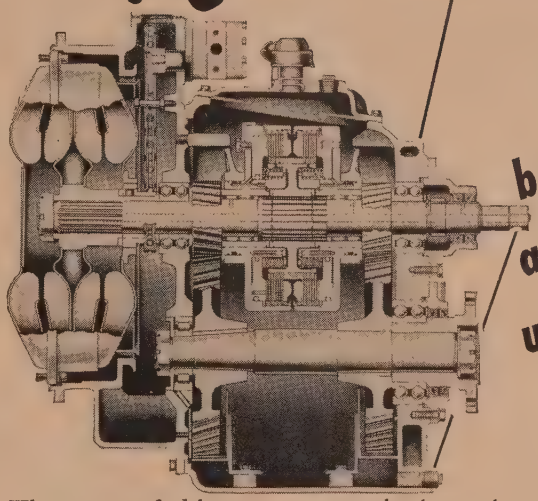
name of Keystone Fisheries e retained, and Mr. Matalone e president of the company, Mr. Scarpace, vice president. Broad, San Francisco attorney, secretary.

Matalone told *Pacific Fisher-* hat it had not been decided er or not to pack fish at the ne plant. Keystone Fisheries riginally part of the Farallone g Co. at Pier 92, owned by the os Bros. It was later sold to a headed by Erling F. Week, d Nibecker and Arthur Mag- It was later incorporated. plant has a 13-ton Standard reduction plant, and a Conti- Can Co. tall can canning line, one time had a tuna canning This was later disposed of to ula Packers in Monterey.

ty Hay, for many years super- ent of the Keystone plant, is n Santiago, Chile, where he is in an advisory capacity with a nnery there.

always the right connection

between driving and driven units . . .



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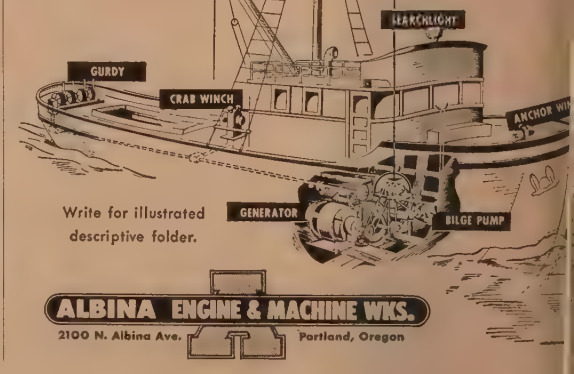

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STRONG MEDICINE

Alaska Fishing Regulations for 1952

ka Fishery regulations for 1952 received with *relatively* little ng — but that which came was nd localized.

neral, the regulations were re- as drastic, but *not capricious*; ng medicine, but *not poisonous*. cipal objections were from the Inlet, Icy Strait and Prince of Island.

Days a Week on Inlet

ndoning its proposal for a Red quota on Cook Inlet, the Fish ildlife Service sought escape- hrough closure, providing only Tuesday and Thursday—days ing per week during the Red season.

drastic dose was announced ly as designed "to offset the dous influx of gear anticipated drift gillnet fishery." Relaxa- as promised if the anticipated se does not occur.

Particularly protesting this pre- scriptions were operators whose plants are located outside the Cook Inlet Area itself.

Tenders taking fish out of the area will be required to report the number of fish carried.

Southeastern Pink Season Fails to Satisfy

The early season provided for Red and Chum fishing from June 23 to July 5 generally was approved; but failure to recognize the early timing of the Pink run in the Icy Strait district; and lateness of the Prince of Wales Island Pinks brought sharp objection from operators in those areas.

The general season opens uniformly throughout Southeast Alaska on Aug. 4 and closes Aug. 30. The official interpretation of the regulations concedes the special situation prevailing on Prince of Wales Island and says "some adjustment might have to be made to permit fishing after Aug. 30 if good runs appear."

Drastic Proposals Dropped

Several of the original proposals to which the industry objected most strenuously were abandoned and not included in the final regulations.

Notable among these were the projected closures of Red River and Alitak in the Kodiak district. The Service originally proposed to close these fisheries for a period of five years, but the final regulations provide for no such closure, although requiring a minimum escapement at the two weirs of not less than 250,000 fish.

Proposed reduction in the length of Bristol Bay gillnets to 100 fathoms was also abandoned; as was the dangerous requirement for opening trap leads during closed periods. Operators contended the regulation would

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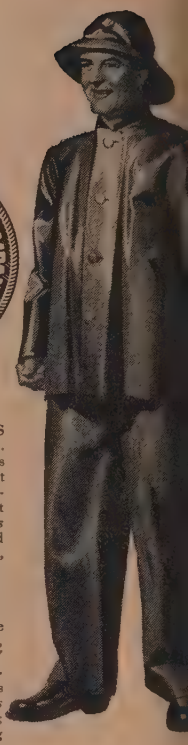

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(left) of cold GR-S Rubber has 30" *Jacket.* Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

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(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

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zardous and wholly unneces-

y Closure Generally Severe Limitations

ıould not be interpreted that andonment of several of the proposals took all the bite out regulations.

kly closures in particular were more severe than in past regu-, not infrequently providing hours of closure.

h are put in the limitation of nal use" fishing by commercial nen, requiring that they take such use during a commercial only in accordance with com-l regulations; and that they ot take salmon for personal use 48 hours before or after a rcial season.

eason Set Late

Service did an about-face with t to the fall Chum season in ast Alaska.

inally it proposed fishing from 5 to 20; which was vigorously d by the packers on the ground would be destructive of the almon escapement. As finally l, the regulations provide for theast Alaska Chum season Oct. 6 to 11, actually five days nan in 1951, instead of earlier.

Changes Listed

Yukon River season was ex-through August to tap part of ho run. Commercial fishing on skokwim was again closed en-

y report of catches is required stol Bay.

closed season on crab fishing Prince William Sound is ex-to Sept. 10.

ne Fisheries now has a southern nia representative working on the e lines, and also on the Pierce Bros. patties—**Harry Warren** of Santa a.

Fish Divoteers Committees Ready Spring Tourney

Gordon Davis, of Bunzen & Davis, new president of The Fish Divoteers, the organization of active golfers in the affiliated industries in the Pacific Northwest, has announced the appointment of the following committees for 1952:

Sponsors Committee—Harlan Gorham, Oxenberg Bros., chairman; John McCallum, McCallum-Legaz Fish Co.; Henry Russell, Sunde & d'Evers Co.; Steve Kipper, Can-Go Shippers Association; Walt Meredith, Kelley-Clarke Co.; and Stanley Cloake, Chicago, Milwaukee, St. Paul & Pacific Railroad.

Entertainment—Bill Eardley, Jr., Eardley Fisheries Co., chairman; Phil Hansen, Perfection Smokery.

Tournament—Cliff Greene, Blue Star Line, chairman; Harry Brazell, Nakat Packing Corp.; John Lauc, Kayler-Dahl Fish Co.; Ralph Siverson, San Juan Fishing & Packing Co.; Charlie Sherriff, B. R. Anderson & Co.; Karl Paulus, Peninsula Packers; and Eldon Erickson, N. C. Marine.

Handicap — Joe Brennan, Talbott Carroll & Co., chairman; Ray Wallitner, Nickel Plate Road.

Membership—Bob Dignon, Northern Products Corp., chairman; Walt Hanson, James Farrell & Co.; and Leif Eriksen, Chatham Strait Fish Co.

Publicity—Carlton Hillyard, Pacific Fisherman; Fred Geibel, Marine Digest.

Other 1952 officers are Jack Pierce, Whiz Fish Products Co., vice president; Bernard A. Anderson, Talbott Carroll & Co., secretary; and Jack Hanover, Egegik Packing Co., treasurer.

Preparations are now under way for The Fish Divoteers 14th annual Spring Golf Tournament, which will be held May 2 at the Sandpoint Country Club in Seattle.

Carl R. Schmidt, newly elected president of the Schmidt Lithograph Company.

Richard Schmidt Becomes Chairman Lithograph House

Election of Richard Schmidt to the newly created position of chairman of the board has been announced by directors of the Schmidt Lithograph Co., San Francisco. Voted to succeed him as president is Carl R. Schmidt, formerly vice president and general manager.

The new president will continue to be general manager. Vice presidents now are Otto A. Schoning, who was re-elected, and George D. Taylor, who is also company treasurer. Continuing as secretary is Morton Schmidt, now also assistant treasurer; while Lorenz Schmidt has been elected assistant secretary.

These changes, the directors stated, were made to accommodate the growth of the 80-year-old firm, now one of the world's largest and most diversified lithograph operations, and will not affect its management or policies.

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oast Buda diesel men at San Francisco meeting — left to right: C. C. Kirk, branch manager, Seattle; D. L. Elliott, service man-tland; Joe DeVier, engine salesman, Los Angeles; Leonard Peerbolte, service manager, Los Angeles; Ray Giesal, branch man-tland; Leo Heimlich, Southwest service representative; Bob Wilson, service manager, Seattle; Jack Reilly, general service man-g-Knight, San Francisco; Dal Smith, service manager, Simpson-Maxwell Ltd., Vancouver, B.C.; Lee Cultice, district repre-; D. L. Kagy, service manager, The Buda Co.; C. H. Riding, sales manager, King-Knight Co., San Francisco; Alvin Anderson, anager, Los Angeles; Phil Howe, Pacific Northwest service representative; E. H. York, West Coast regional representative; J. C. t, general service manager, The Buda Co.; R. K. Mangan, president, The Buda Co.; E. R. Galvin, assistant to the president, The ; John Markovich, general manager, Utility Trailer Sales Co., Fresno; Lyman S. King, president, King-Knight Co., San Fran-S. Haynes, engine sales department, King-Knight Co., San Francisco; Clyde Sailors, service manager, Buda, Bakersfield; Har-y, sales manager, Buda-Portland; W. J. Lister, district service representative, The Buda Co.; Pete Glade, service manager, ght Co., San Francisco; John Brynelsen, sales manager, Simpson-Maxwell Ltd., Vancouver, B.C.; Paul Krois, service manager, Equipment Sales, Phoenix, Ariz.; Pete Boradori, engine salesman, Utility Trailer Sales Co., Fresno. Present at the meeting but e picture were Joe Angle, president, Arizona Equipment Sales, Phoenix, Ariz.; and Harry Schiedt, service manager, Utility Trailer Sales Co., Fresno.

nen Thread Co. New Laboratory

laboratory is being built by the read Co., Inc., as an addition to plant on Grand Street, Pater-

ch Director D. H. Spitzli says read's new laboratory "will of-try the very latest in testing fa-d will constitute a powerful new tool to help us maintain our leadership."

In explaining the field for the new laboratory and the facilities which it will provide, Mr. Spitzli said, "The advent of many new man-made fibers points to the need for extensive investigation of their uses not only in thread, twines and netting but in other industrial applications. The new research department will be active not only with synthetic fibers but with methods of processing the natural fibers to improve service life and utility, particularly resistance to deterioration from bacteria and fungi."

Development of new products to be added to the company's present line will be one of the assignments of the expanded department. While most of these developments and investigations will fall within existing fields, it is expected that new fields will be explored.

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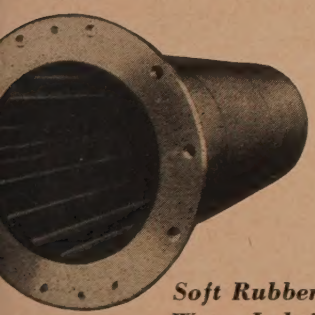

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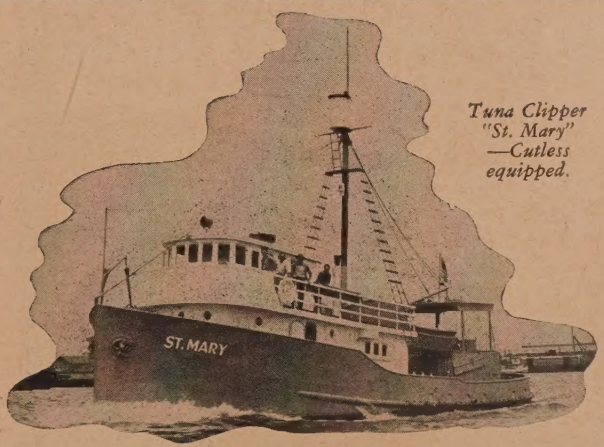

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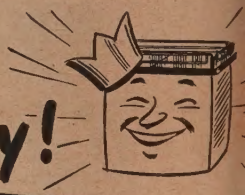

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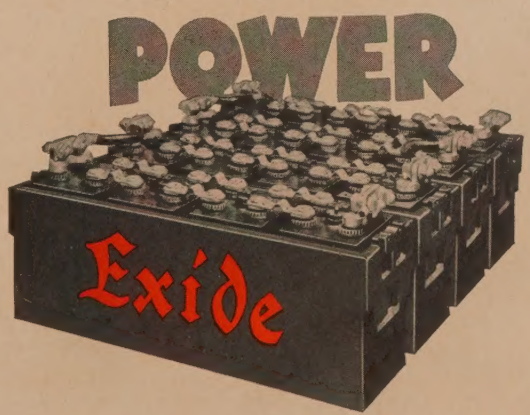
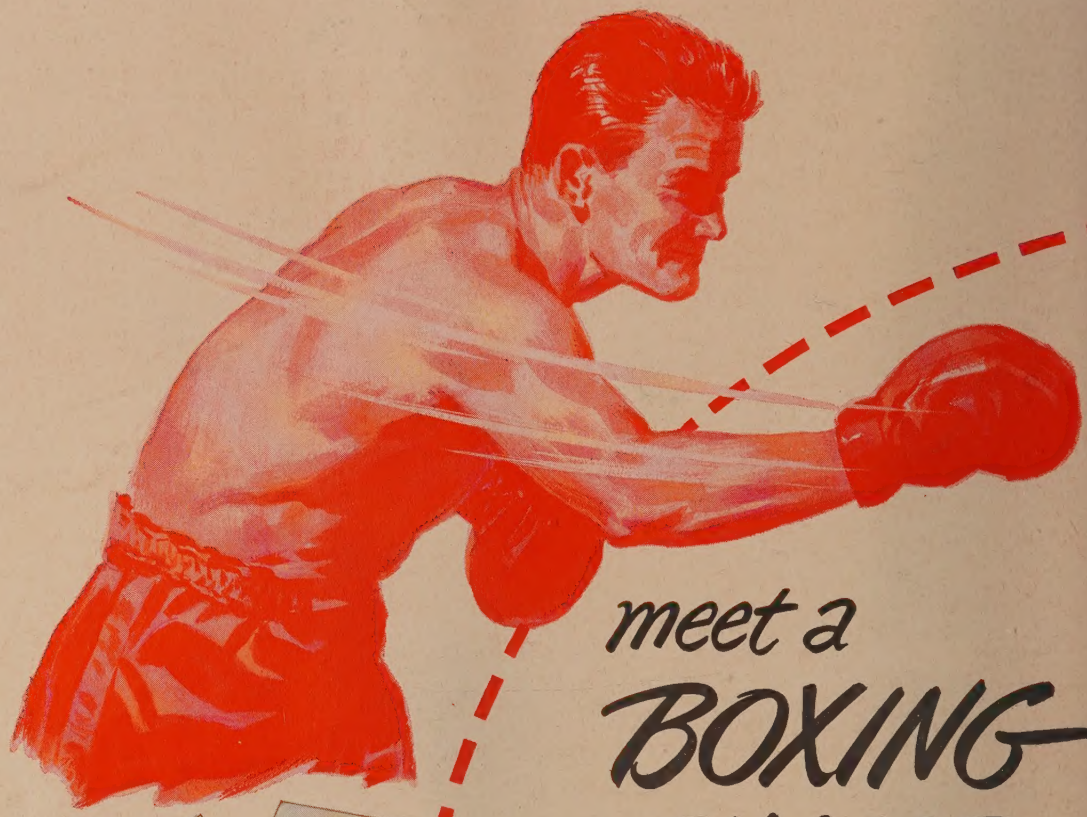


38 . . . DEPENDABLE BATTERIES FOR 64 YEARS . . . 1952



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